SOUTHERN PACIFIC COMPANY

PACIFIC LINES

93

TIME TABLE

FOR THE

TUCSON DIVISION

To Take Effect Sunday, March 20, 1927, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
First Assistant General Manager.

R. L. RUBY,
Superintendent of Transportation.

A. E. SWEET,
Assistant General Manager.

H. S. FAIRBANK,
Superintendent.

YUMA SUBDIVISION

EASTWARD

Time Table No. 93

March 20, 1927

Car capacity of sidings				SECOND CLASS											FIRST CLASS					Distance from San Francisco			STATIONS
				430	244	432	428	426	424	436	412	92			12	102	2	4	104				
				Freight	San Francisco Manifest Freight	Phoenix Manifest Freight	Freight	Freight	Gila Local Freight	Phoenix Local Freight	Freight	Los Angeles Manifest Freight			Apache	Sunset Limited	Californian	Golden State Limited	Argonaut				
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Yard BKWYFTP				9.00PM	5.30PM	4.00PM	3.00PM	8.50AM	6.00AM	5.00AM	2.50AM	12.01AM			6.50PM	5.10PM	3.25AM	1.10AM	12.55AM	732.7	Double Track	TO-R	YUMA 4.8
258 IP				9.15	5.45	4.15	3.15	9.05	6.20	5.20	**3.08**	12.15			7.00	5.20	3.35	1.20	f 1.07	737.5	Automatic Block Signals	TO	EAST YARD 2.6
74 P				9.20	5.55	4.25	3.20	9.10	6.25	**5.32**	3.15	**12.34**			7.04	5.24	3.39	1.24	f 1.11	740.1			ARABY 3.6
70 P				9.28	6.05	**4.35**	3.28	9.18	**6.35**	5.50	3.22	12.49			7.09	5.29	3.44	1.29	f 1.16	743.7			FORTUNA 2.9
67 P				9.34	6.15	4.45	3.35	9.25	6.50	**6.10**	3.27	12.58			7.14	5.34	3.49	1.34	f 1.21	746.6			BLAISDELL 6.9
93 P House 6				9.52	6.45	5.05	**3.53**	9.45	7.15	6.35	3.45	1.18			7.26	5.46	4.01	1.46	f 1.33	753.5	Double Track	TO	DOME 1.7
84 P																			f	755.2			GRANITE SPUR (Spur) 5.0
70 P				10.05	7.10	5.25	4.06	10.05	7.40	6.55	4.00	**1.35** **1.56**			7.36	5.56	4.11	**1.56**	f **1.45**	760.2			LIGURTA 7.0
11 P																			f	767.2			ADONDE (Spur) 2.8
72 IWP				10.30PM	7.40PM	5.50	4.30PM	10.30AM	8.00AM	7.30	4.20AM	3.05AM			7.50	6.10	s 4.25	2.10	s 2.00AM	770.0		TO	WELLTON 5.7
78 P						**6.18**				7.50					7.58	**6.18**	f **4.36**	2.18		775.7			MING 5.2
79 P House 35						6.40				8.10					8.05	6.25	f 4.44	2.25		780.9			ROLL 7.4
34 Switch West End P						6.55				8.30					8.14	6.34	f 4.54	2.34		788.3			TYSON (Spur) 4.9
79 P House 35						7.05				8.45					8.20	6.40	f 5.01	2.40		793.2			GROWLER 5.1
																	f			798.3			BURGER (No Siding) 4.2
81 P						7.25				**9.28**					8.32	6.52	f 5.15	**2.52**		802.5		TO	KOFA 5.2
50 Switch P East End						7.35				9.45					8.39	6.59	f 5.23	2.59		807.7			CLANTON (Spur) 5.0
79 P						7.45				10.00					8.45	7.05	f 5.30	3.05		812.7			HORN 5.0
48 Switch P East End						7.55				10.15					8.51	7.11	f 5.38	3.11		817.7			ATHEL (Spur) 4.6
80 FWP House 34						8.20				10.45					9.00	7.20	f 5.50	3.20		822.3		TO	AGUA 4.7
49 Switch P East End						8.30				11.00					9.06	7.26	f 5.57	3.26		827.0			CAMEL (Spur) 4.1
78 P House 35						8.40				11.12					9.11	7.31	f 6.03	3.31		831.1	Auto. Block Signals		MONTEZUMA 5.7
78 P						**9.18**				11.30					**9.18**	7.38	f 6.11	3.38		836.8			PAPAGO 4.3
81 WP						**10.05PM**				11.45AM					9.24	7.44	f 6.18	3.44		841.1		TO	SADDLE 8.3
79 P						**12.01AM**				1.35PM					9.37	7.55	f 6.33	3.55		849.4			HARQUA 1.6
78 P						**12.21**				1.45					9.39	7.57	f 6.36	3.57		851.0			GILLESPIE 5.0
42 Switch P East End						12.50				2.00					**9.45**	8.03	f 6.43	4.03		856.0			CRAG (Spur) 5.3
81 WP House 34						1.10				2.35					9.52	8.10	f 6.51	4.10		861.3		TO	ARLINGTON 4.4
78 P						1.25				2.50					**9.58**	8.16	f 6.58	4.16		865.7			DIXIE 1.9
12 YP						1.35				3.00					10.01	8.19	f 7.01	4.19		867.6			HASSAYAMPA (Spur) 2.6
6																	f			870.2			PALO VERDE (Spur) 1.3
78 P						1.55				3.20					10.06	8.24	f 7.06	4.24		871.5			CONGER 4.2
81 WP House 50						2.15				3.40					10.13	**8.30**	f 7.14	4.32		875.7	Automatic Block Signals	TO	BUCKEYE 6.0
78 P House 18						2.40				4.00					10.21	8.38	f 7.22	4.40		881.7			LIBERTY 3.2
2 P																	f			884.9			NORTON (Spur) 4.8
80 YP House 31						3.05				4.25					10.31	**8.50**	f **7.34**	4.50		889.7		TO	AVONDALE 3.3
60 P						3.20				4.35					10.35	8.54	f **7.45**	4.54		893.0			CASHION 1.9
P House 26						3.30				4.45					10.38	8.57	f 7.50	4.57		894.9			COWDEN 0.8
8																	f			895.7			TOLLESON (Spur) 0.6
20 P																	f			896.3			JEAN (Spur) 1.8
79 P House 20						4.00				5.10					10.43	9.03	f 8.00	5.03		898.1			FOWLER 3.9
57 P						4.20				5.20					10.48	9.08	f 8.10	5.08		902.0			CAMPO 2.0
25 P						4.30				5.30					10.52	9.12	8.15	5.12		904.0			23rd AVE PHOENIX 1.5
																				905.5			CROSSING—AT&SF WYE 0.5
															s **11.00PM**	s 9.20PM	s 8.25AM	s 5.20AM		906.0		R	PHOENIX (Union Station) 1.0
Yard BKWCFTYP						5.00AM				**6.00PM**										907.0	Double Track	TO-R	PHOENIX
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Tues. Thurs. Sat.	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(174.3)
				(1.30) 24.87	(2.10) 17.22	(13.00) 13.41	(1.30) 24.87	(1.40) 22.38	(2.00) 18.65	(13.00) 13.41	(1.30) 24.87	(3.04) 13.73			(4.10) 41.59	(4.10) 41.59	(5.00) 34.66	(4.10) 41.59	(1.05) 34.43				……Total Time…… ……Average speed per hour……

ADDITIONAL STOPS TO DISCHARGE PASSENGERS		
Train	At	Passengers From or Beyond
12	Wellton	Los Angeles

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS		
Train	At	Passengers To or Beyond
2	Any Station	Wellton
102	Any Station	San Antonio
12	Any Station	Amarillo, Texas

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STATION

DRAVO mp 900.6 (Spur 2 cars)

YUMA SUBDIVISION

WESTWARD

Time Table No. 93

March 20, 1927

	STATIONS			Distance from Phoenix	FIRST CLASS					THIRD CLASS				
					103 Argonaut	**11** Apache	**101** Sunset Limited	**1** Californian	**3** Golden State Limited	**91** Los Angeles Manifest Freight	**435** Phoenix Local Freight	**243** San Francisco Manifest Freight	**423** Gila Local Freight	**431** Phoenix Manifest Freight
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Wed., Fri. & Sun.	Arrive Daily	Arrive Tues., Thur. & Sat.	Arrive Daily
TO-R	YUMA	Double Track; Automatic Block Signals	4.8	174.3	s 2.45AM	s 3.20AM	s 11.10AM	s 12.50AM	s 3.05AM	6.00AM	5.30PM	9.00AM	3.00PM	7.30AM
TO	EAST YARD		2.6	169.5	f 2.30	**3.08**	11.00	12.38	2.55	5.45	5.10	8.37	2.30	7.05
	ARABY		3.6	166.9	f 2.24	3.04	10.56	**12.34**	2.51	**5.32**	4.55	8.25	2.20	6.50
	FORTUNA		2.9	163.3	f 2.17	2.59	10.51	12.29	2.46	5.00	**4.35**	8.12	2.05	**6.35**
	BLAISDELL		6.9	160.4	f 2.10	2.55	10.47	12.25	2.42	4.40	4.15	8.00	1.50	**6.10**
TO	DOME	Double Track	1.7	153.5	f 1.55	2.43	10.35	12.15	2.30	4.05	**3.53**	7.40	1.30	5.40
	GRANITE SPUR (Spur)		5.0	151.8	f									
	LIGURTA		7.0	146.8	f 1.39	2.33	10.25	12.03AM	2.20	3.30	3.20	7.10	12.50	5.20
	ADONDE		2.8	139.8	f									
TO	WELLTON		5.7	137.0	1.25AM	2.20AM	10.12	f 11.50PM	2.07	3.00AM	3.00	6.40AM	12.30PM	5.00
	MING		5.2	131.3			10.03	f 11.40	1.58		2.20			**4.36**
	ROLL		7.4	126.1			9.56	f 11.33	1.51		2.05			4.00
	TYSON (Spur)		4.9	118.7			9.47	f 11.23	1.42		1.40			3.30
	GROWLER		5.1	113.8			9.41	f 11.15	1.36		1.25			3.15
	BURGER (No Siding)		4.2	108.7				f						
TO	KOFA		5.2	104.5			**9.28**	f 11.01	1.23		12.55			**2.52**
	CLANTON (Spur)		5.0	99.3			9.21	f 10.54	1.16		12.40			2.25
	HORN		5.0	94.3			9.15	f 10.47	1.10		12.25			2.08
	ATHEL (Spur)		4.6	89.3			9.09	f 10.40	1.04		12.10PM			1.55
TO	AGUA		4.7	84.7			9.03	f 10.33	12.58		11.55AM			1.45
	CAMEL (Spur)		4.1	80.0			8.57	f 10.23	12.52		11.30			1.20
	MONTEZUMA	Auto. Block Signals	5.7	75.9			8.52	f 10.18	12.47		11.15			1.10
	PAPAGO		4.3	70.2			8.45	f 10.11	12.40		11.00			1.00
TO	SADDLE		8.3	65.9			8.39	f **10.05**	**12.34**		10.45			**12.34**
	HARQUA		1.6	57.6			8.28	f 9.54	12.23		10.20			**12.01AM**
	GILLESPIE		5.0	56.0			8.26	f 9.52	**12.21**		10.10			**11.15PM**
	CRAG (Spur)		5.3	51.0			8.20	f **9.45**	12.15		9.55			10.55
TO	ARLINGTON		4.4	45.7			8.13	f 9.35	12.08		9.40			10.35
	DIXIE		1.9	41.3			8.07	f 9.26	12.02AM		9.20			**9.58**
	HASSAYAMPA (Spur)		2.6	39.4			8.04	f 9.23	11.59PM		9.15			9.40
	PALO VERDE (Spur)		1.3	36.8				f						
	CONGER		4.2	35.5			7.58	f **9.17**	11.53		9.00			**9.17**
TO	BUCKEYE	Automatic Block Signals	6.0	31.3			7.52	f 9.10	11.47		8.45			**8.30**
	LIBERTY		3.2	25.3			7.44	f 9.00	11.39		8.20			8.05
	NORTON (Spur)		4.8	22.1				f						
TO	AVONDALE		3.3	17.3			**7.34**	f **8.50**	11.29		8.00			7.40
	CASHION		1.9	14.0			**7.30**	f 8.35	11.25		**7.45** **7.25**			7.30
	COWDEN		0.8	12.1			7.27	f 8.30	11.22		7.10			7.20
	TOLLESON (Spur)		0.6	11.3				f						
	JEAN (Spur)		1.8	10.7				f						
	FOWLER		3.9	8.9			7.21	f 8.20	11.16		6.50			6.55
	CAMPO		2.0	5.0			7.16	f 8.14	11.11		6.35			6.35
	23rd AVE PHOENIX		1.5	3.0			7.13	8.10	11.08		6.25			6.25
	CROSSING—AT&SF WYE		0.5	1.5										
R	PHOENIX (Union Station)		1.0	1.0			7.05AM	8.00PM	**11.00PM**					
TO-R	PHOENIX	Double Track		0.0							6.00AM			**6.00PM**
	(174.3)				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Wed. Fri. & Sun.	Leave Daily	Leave Tues. Thurs. & Sat.	Leave Daily
	Total Time				(1.20)	(1.00)	(4.05)	(4.50)	(4.05)	(3.00)	(11.30)	(2.20)	(2.30)	(13.30)
	Average speed per hour				27.98	37.30	42.44	35.86	42.44	12.43	15.61	15.99	14.92	12.91

Westward trains are superior to trains of the same class in the opposite direction.

ADDITIONAL STATION
DRAVO mp 900.6 (Spur 2 cars)

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers From or Beyond
11	Any Station	Amarillo, Texas
101	Any Station	San Antonio and Tucumcari
1	Any Station	Wellton

TUCSON SUBDIVISION

EASTWARD

Time Table No. 93

March 20, 1927

Car capacity of sidings	SECOND CLASS											FIRST CLASS								Distance from San Francisco			STATIONS	
	434	428	92	422	426	244	128	126	438	412	430	12	102	38	108	36	2	104	4					
	Phoenix Freight	Freight	Los Angeles Manifest Freight	Gila Local Freight	Freight	San Francisco Manifest Freight	Hayden Local Freight	Chandler Local Freight	Phoenix Local Freight	Freight	Freight	Apache	Sunset Limited	Phoenix Maricopa Passenger	Phoenix Tucson Passenger	Phoenix Winkelman Passenger	Californian	Argonaut	Golden State Limited					
	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thur. Sat.	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Wed., Fri., Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	LeaveDaily	Leave Daily	Lv Daily Ex. Sunday	Leave Daily	LeaveDaily	LeaveDaily					
												11.10PM	9.30PM	7.50PM	6.35PM	8.50AM	8.40AM		5.30AM	906.0	Automatic Block Signals; Double Track	R	PHOENIX (Union St'n.)	1.0
Yard BKWFCTPY	8.00PM						9.30AM	7.00AM	6.00AM			11.17	9.37	7.57	6.42	8.57	8.47		5.37	907.0		TO-R	PHOENIX	4.1
19 Switch East End	8.15						9.45	7.15	6.15			11.25	9.45	f8.05	f 6.50	f9.05	8.55		5.45	911.1			KENDALL (Spur)	0.7
11 P														f	f	f	f			911.8			CACTUS (Spur)	2.6
Yard WYPK	8.45						10.15	8.15	**6.34**			s11.35	9.51	s8.16	s 6.58	s9.20	s 9.05		5.51	914.4		TO	TEMPE	0.9
P	8.50						10.25	8.25	6.40			11.39	9.55	8.20PM	7.02PM	9.24	9.09		5.55	915.3			TEMPE JCT.	1.8
	8.55						10.30	8.35	6.45			11.42	9.58			9.27	9.12		5.58	917.1			NORMAL JCT.	1.3
5																f				918.4			FRANKENBURG (Spur)	0.2
63																				918.6			TEMPE PUMPING PLANT (Spur)	3.2
Yard PWY	9.40						11.00	**8.55** **9.30**	7.15			s**11.50**	10.05			s9.42	s **9.22**		6.05	921.8		TO	MESA	1.8
79 P Spur 5	**10.10**						11.10AM	9.40	7.25			11.55	**10.10**			f9.50AM	f 9.26		**6.13**	923.6			McQUEEN	1.8
House 22 P Spur 15	10.30							9.50	7.35			11.59PM	10.14				f 9.30		6.17	925.4			TREMAINE	0.7
House 18	10.35							10.00	7.40			12.01AM	10.16				f 9.32		6.19	926.1			FALFA	3.2
54 P House 16	**11.00**							10.50	8.10			s12.09	10.22		Via Maricopa		s 9.40		6.25	929.3		TO	CHANDLER	1.7
P	11.10							11.00AM	8.20			12.13	10.25				f 9.44		6.28	931.0			POZO JCT.	3.3
81 P House 35	11.20								8.35			12.17	**10.29**				f 9.50		6.32	934.3			SERAPE	4.7
71 P	11.35								8.50			12.23	10.35				f 9.57		6.38	939.0			SANTAN	4.2
72 P Spur 22	11.50PM								9.05			12.29	10.41				f10.04		6.44	943.2			SACATON	4.9
P House 34	12.05AM								9.20			12.35	10.47				f10.12		6.50	948.1			OLBERG	5.1
79 P	12.20								9.35			12.42	10.54				f10.20		6.57	953.2			BLACKWATER	5.0
81 YPW House 34	**12.49**								**10.28**			**12.49**	11.01				f**10.28**		7.04	958.2		TO	POSTON	3.8
80 P House 22	1.10								10.48			12.54	11.06				f10.33		7.09	962.0			COOLIDGE	4.4
P House 34	1.25								11.10			1.00	11.12				f10.40		7.15	966.4			RANDOLPH	5.0
72 P House 16	1.40								11.25AM			1.06	11.18				f10.46		7.21	971.4			TOPAZ	4.0
P																	f			975.4	Auto. Block Signals		PEAK (No Siding)	5.2
82 YPWF	2.10	6.25PM	5.30PM	12.45PM	**11.55**AM	9.40AM			12.15PM	6.00AM	12.15AM	1.20	11.32		9.05PM		f11.00	7.00AM	7.35	980.6		TO	PICACHO	3.2
73 P	2.30	6.40	5.45	1.00	12.10PM	**10.05**			12.30	6.25	12.35	1.28	11.37		f 9.10		11.08	f7.06	7.40	940.7			OCA TILLA	3.5
65 P	2.45	6.55	6.00	1.15	12.25	10.20			12.40	6.40	12.50	1.33	11.42		f 9.15		**11.13**	f7.12	7.45	944.2			WYMOLA	3.7
73 P	3.00	7.10	6.15	1.30	12.40	**10.50**			12.50	6.50	1.00	1.38	11.46		f 9.20		11.18	f7.18	**7.50**	947.9			MONTROSE	3.5
67-67 PW House 23	3.15	7.20	6.30	1.55	12.55	**11.24**			1.10	**7.00**	1.10	1.43	11.51		f **9.32**		f**11.24**	f**7.26**	7.54	951.4	Auto. Block Signals	TO	RED ROCK	2.9
68 P	3.25	**7.30**	6.40	**2.05**	1.05	11.45			1.20	7.10	1.20	1.47	11.54		f 9.41		11.28	f7.32	**7.59**	954.3			AVRA	4.1
67 P	3.35	7.40	6.50	2.15	1.15	11.55AM			**1.45**	7.20	1.30	1.52	11.59PM		f 9.47		11.33	f7.38	8.04	958.4			NAVISKA	3.8
71 P House 32	3.45	**7.53** **8.18**	**7.00**	2.30	**1.25**	12.10PM			2.00	**7.45**	1.40	1.57	12.03AM		f 9.52		11.39	f7.45	8.09	962.2			MARANA	4.7
69 PW	**4.17**	8.40	7.15	2.50	1.55	12.30			2.20	**8.18**	**2.07**	**2.07**	12.13		f10.00		11.50	f7.55	**8.18**	966.9		TO	RILLITO	5.2
67 P	4.45	**9.05**	**7.38** **8.05**	3.15	2.20	**12.50**			2.40	8.45	2.32	2.15	12.22		f10.10		11.59AM	f8.04	8.26	972.1			CORTARO	5.3
67 PW	5.00	9.30	8.35	3.35	2.40	1.20			2.55	9.00	2.45	2.23	12.30		f10.20		12.07PM	f8.12	8.33	977.4			JAYNES	3.8
IP	5.10	9.40	8.45	3.45	2.50	1.40			3.05	9.10	2.55	2.28	12.35		f10.25		12.12	f8.17	8.38	981.2	Auto. Block Signals; Double Track	TO	STOCKHAM	1.6
P																				982.8			SOUTH LINE JCT.	1.1
Yard YWFCTBKIP	5.30AM	10.00PM	9.10PM	4.00PM	3.10PM	2.00PM			3.30PM	9.30AM	3.15AM	s 2.40AM	s12.45AM		s10.40PM		s12.25PM	s8.30AM	s8.48AM	983.9		TO-R	TUCSON	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. Thur. Sat	Arrive Daily	Arrive Daily	Arrive Mon., Wed. Fri.	Arrive Daily Ex. Sunday	Arrive Wed., Fri. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	ArriveDaily	Arrive Daily	ArriveDaily Ex. Sunday	Arrive Daily	ArriveDaily	ArriveDaily				(121.0)	
	(9.30)	(3.35)	(3.40)	(3.15)	(3.15)	(4.20)	(1.40)	(4.00)	(9.30)	(3.30)	3.00)	(3.30)	(3.15)	(0.30)	(2.02)	(1.00)	(3.45)	(1.30)	(3.18)				Total Time	
	12.63	14.65	12.65	14.28	14.28	10.71	9.96	6.00	12.63	13.26	15.47	34.57	37.23	18.60	27.39	17.60	32.27	30.93	36.67				Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction.
Eastward trains except first class must not pass South Line Jct. without permission from Yardmaster.

Initial switch east end Poston, 250 feet east of water column.
Schedule time and train orders apply at junction switch at Picacho and McQueen.
Mile Posts Ocatilla and Tucson are numbered in accord with distance via Gila.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers From or Beyond
2	Any Station	Picacho

ADDITIONAL FLAG STOPS TO RECEIVE PASSENGERS

Train	At	Passengers To or Beyond
4	Chandler	El Paso
102	Any Station	San Antonio
102	Chandler	El Paso
12	Any Station	Amarillo, Texas

SOUTHERN PACIFIC COMPANY
Pacific Lines

OFFICE OF SUPERINTENDENT,
Tucson Division

520-31
Tucson, November 1, 1927.

SPECIAL NOTICE NO. 437:

ALL CONCERNED:

Effective November 1st, 1927, Train No. 107 will be run by train order to leave stations as listed below:-

LEAVE	Tucson	8 20 A.M.	LEAVE	Maricopa	10 45 A.M.
	Stockham	8 38 A.M.		Sacate	11 02 A.M.
	Jaynes	8 45 A.M.		Alicia	11 11 A.M.
	Cortaro	8 52 A.M.		West Chandler	11 20 A.M.
	Rillito	9 00 A.M.		Helena	11 27 A.M.
	Marana	9 07 A.M.		Peterson	11 33 A.M.
	Naviska	9 12 A M.		Tempe Jct.	11 38 A.M.
	Avra	9 17 A.M.		Tempe	11 43 A.M.
	Red Rock	9 22 A.M.		Kendall	11 50 A.M.
	Montrose	9 27 A.M.		Phoenix	11 58 A.M.
	Wymola	9 32 A.M.	ARRIVE	Phoenix Union Station	12 05 P.M.
	Ocatilla	9 37 A.M.			
	Picacho	9 43 A.M.			
	Eloy	9 49 A.M.			
	Toltec	9 55 A.M.			
	Arizola	10 01 A.M.			
	Casa Grande	10 10 A.M.			
	Nunez	10 19 A.M.			
	Bon	10 26 A.M.			
	Lirim	10 33 A.M.			
ARRIVE	Maricopa	10 40 A.M.			

As information to the public, station timetable boards will be posted accordingly.

H. S. Fairbank

CC * BULLETIN BOARDS
CHIEF DISPATCHER
TRAINMASTERS
MASTER MECHANIC
CHIEF CLERK - R.M.S.

W. E. BROWN
AGENTS
AGENT - A.R.E.Co TUCSON & PHOENIX
ROUNDHOUSE FOREMEN

CC * R. L. Ruby (5)
B. L. Crawford (3)
a. e. sweet

E. J. Fenchurch (5)

STWARD

Memo for Time Table File

Effective November 1st, 1927:

No 107

Lv	Tucson	8:20 AM
	Red Rock	9:22
	Picacho	9:43
	Casa Grande	10:10
	Maricopa	10:45
	Tempe	11:43 AM
Ar	Phoenix	12:05 PM

THIRD CLASS						
437 Phoenix Local Freight	421 Gila Local Freight	91 Los Angeles Manifest Freight	243 San Francisco Manifest Freight	125 Chandler Local Freight	127 Hayden Local Freight	433 Phoenix Freight
6.35						
6.20	8.45	10.15	**1.45**			7.15
6.10	8.35	10.05	**1.25**			**7.00**
6.00	8.18 7.50	9.55	1.08			6.40
5.45	**7.25**	9.40	**12.50**			6.25
5.30	7.00	9.25	12.30			6.10
5.15	6.45	9.15	12.20			6.00
5.00AM	6.30AM	9.00AM	12.01PM			5.45PM
Leave Tues., Thur., Sat.	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Tues., Thur., Sat.	Leave Daily
(9.30) 13.36	(3.55) 13.45	(2.55) 15.91	(3.29) 13.32	(2.59) 8.04	(1.50) 9.05	(7.25) 16.18

the opposite direction.

column.

ch at Picacho and McQueen.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS		
Train	**At**	**Passengers From or Beyond**
101	Any Station	San Antonio and Tucumcari
101	Chandler	El Paso
1	Any Station	Polvo
3	Chandler	El Paso
11	Any Station	Amarillo, Texas

EASTWARD

SECOND CLASS

Car capacity of sidings	434	428	92	422	426	244	128	126	438	412
	Phoenix Freight	Freight	Los Angeles Manifest Freight	Gila Local Freight	Freight	San Francisco Manifest Freight	Hayden Local Freight	Chandler Local Freight	Phoenix Local Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thur. Sat.	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Wed., Fri., Sun.	Leave Daily
Yard BKWFCTPY	8.00 PM						9.30 AM	7.00 AM	6.00 AM	
19 Switch East End	8.15						9.45	7.15	6.15	
11 P										
Yard WYPK	8.45						10.15	8.15	**6.34**	
P	8.50						10.25	8.25	6.40	
	8.55						10.30	8.35	6.45	
5										
63										
Yard PWY	9.40						11.00	**8.55** **9.30**	7.15	
79 P Spur 5	**10.10**						11.10 AM	9.40	7.25	
House 22 P Spur 15	10.30							9.50	7.35	
House 18	10.35							10.00	7.40	
54 P House 16	**11.00**							10.50	8.10	
P	11.10							11.00 AM	8.20	
81 P House 35	11.20								8.35	
71 P	11.35								8.50	
72 P Spur 22	11.50 PM								9.05	
P House 34	12.05 AM								9.20	
79 P	12.20								9.35	
81 YPW House 34	**12.49**								**10.28**	
80 P House 22	1.10								10.48	
P House 34	1.25								11.10	
72 P House 16	1.40								11.25 AM	
P										
82 YPWF	2.10	6.25 PM	5.30 PM	12.45 PM	**11.55 AM**	9.40 AM			12.15 PM	6.00 AM
73 P	2.30	6.40	5.45	1.00	12.10 PM	**10.05**			12.30	6.25
65 P	2.45	6.55	6.00	1.15	12.25	10.20			12.40	6.40
73 P	3.00	7.10	6.15	1.30	12.40	**10.50**			12.50	6.50
67-67 PW House 23	3.15	7.20	6.30	1.55	12.55	**11.24**			1.10	**7.00**
68 P	3.25	**7.30**	6.40	**2.05**	1.05	11.45			1.20	7.10
67 P	3.35	7.40	6.50	2.15	1.15	11.55 AM			**1.45**	7.20
71 P House 32	3.45	**7.53** **8.18**	**7.00**	2.30	**1.25**	12.10 PM			2.00	**7.45**
69 PW	**4.17**	8.40	7.15	2.50	1.55	12.30			2.20	**8.18**
67 P	4.45	**9.05**	**7.38** **8.05**	3.15	2.20	**12.50**			2.40	8.45
67 PW	5.00	9.30	8.35	3.35	2.40	1.20			2.55	9.00
IP	5.10	9.40	8.45	3.45	2.50	1.40			3.05	9.10
P										
Yard YWFCTBKIP	5.30 AM	10.00 PM	9.10 PM	4.00 PM	3.10 PM	2.00 PM			3.30 PM	9.30 AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. Thur. Sat	Arrive Daily	Arrive Daily	Arrive Mon., Wed. Fri.	Arrive Daily Ex. Sunday	Arrive Wed., Fri. Sun.	Arrive Daily
	(9.30) 12.63	(3.35) 14.65	(3.40) 12.65	(3.15) 14.28	(3.15) 14.28	(4.20) 10.71	(1.40) 9.96	(4.00) 6.00	(9.30) 12.63	(3.30) 13.26

Westward trains are superior to trains of the sa
Eastward trains except first class must not pas

Initial switch east end Poston, 250 fee
Schedule time and train orders apply a
Mile Posts Ocatilla and Tucson are nu

Time Table No. 93

March 20, 1927

WESTWARD

STATIONS	Distance from Tucson	37	101	107	1	35	103	3	11	437	421	91	243	125	127	433
		FIRST CLASS								THIRD CLASS						
		Maricopa Phoenix Passenger	Sunset Limited	Tucson Phoenix Passenger	Californian	Winkelman Phoenix Passenger	Argonaut	Golden State Limited	Apache	Phoenix Local Freight	Gila Local Freight	Los Angeles Manifest Freight	San Francisco Manifest Freight	Chandler Local Freight	Hayden Local Freight	Phoenix Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily							
R PHOENIX (Union St'n) 1.0	121.0	s 12.35AM	s 6.55AM	s 11.00AM	s 7.45PM	s 5.40PM		s 10.50PM								
TO-R PHOENIX (Double Track) 4.1	120.0	12.28	6.48	10.53	7.37	5.32		10.43								
KENDALL (Spur) 0.7	115.9	f 12.20	6.40	f 10.45	7.29	f 5.24		10.35								
CACTUS (Spur) 2.6	115.2	f		f	f	f										
TO TEMPE 0.9	112.6	s 12.13	**6.34**	s 10.38	s 7.23	s 5.16		10.29								
TEMPE JCT. 1.8	111.7	12.08AM	6.30	10.33AM	7.15	5.08		10.25								
NORMAL JCT. 1.3	109.9		6.27	Via Maricopa	7.12	5.04		10.22								
FRANKENBURG (Spur) 0.2	108.6					f										
TEMPE PUMPING PLANT (Spur) 3.2	108.4															
TO MESA 1.8	105.2		6.20		s 7.04	s 4.56		10.15								
McQUEEN 1.8	103.4		**6.13**		f 6.54	4.40PM		**10.10**								
TREMAINE 0.7	101.6		6.10		f 6.50			10.05								
FALFA 3.2	100.9		6.09		f 6.48			10.04								
TO CHANDLER 1.7	97.7		6.05		s 6.43			10.00								
POZO JCT. 3.3	96.0		6.01		f 6.33			9.56								
SERAPE 4.7	92.7		5.56		f 6.27			9.51								
SANTAN 4.2	88.0		5.50		f 6.20			9.45								
SACATON 4.9	83.8		5.44		f 6.12			9.39								
OLBERG 5.1	78.9		5.38		f 6.04			9.33								
BLACKWATER 5.0	73.8		5.31		f 5.56			9.26								
TO POSTON 3.8	68.8		5.25		f 5.48			**9.20**								
COOLIDGE 4.4	65.0		5.19		f 5.41			9.14								
RANDOLPH 5.0	60.6		5.13		f 5.33			9.08								
TOPAZ 4.0	55.6		5.07		f 5.25			9.02								
PEAK (No Siding) 5.2	51.6				f											
TO PICACHO 3.2	46.4		4.55	f 8.30AM	f 5.10		f 8.35PM	8.50	9.50PM							
OCATILLA 3.5	43.2		4.50	f 8.23	5.02		f 8.29	8.45	9.45							
WYMOLA 3.7	39.7		4.46	f **8.18**	4.58		f 8.24	8.41	9.41							
MONTROSE 3.5	36.0		4.41	f 8.13	4.53		f 8.19	8.36	9.36							
TO RED ROCK 2.9	32.5		4.37	f 8.08	s 4.48		f 8.14	8.32	**9.32**							
AVRA 4.1	29.6		4.33	f **7.59**	4.43		f 8.09	8.28	9.28	6.35	[illegible]	[illegible]	2.05			[illegible]
NAVISKA 3.8	25.5		4.28	f 7.50	4.38		f 8.03	8.23	9.23	6.20	8.45	10.15	**1.45**			7.15
MARANA 4.7	21.7		4.23	f 7.45	4.33		f **7.58**	**8.18**	9.18	6.10	8.35	10.05	**1.25**			**7.00**
TO RILLITO 5.2	17.0		**4.17**	f 7.35	4.27		f 7.51	8.12	9.12	6.00	**8.18** **7.50**	9.55	1.08			6.40
CORTARO 5.3	11.8		4.10	f **7.25**	4.20		f **7.43**	**8.05**	**9.05**	5.45	**7.25**	9.40	**12.50**			6.25
JAYNES 3.8	6.5		4.03	f 7.17	4.13		f 7.35	7.58	8.58	5.30	7.00	9.25	12.30			6.10
TO STOCKHAM 1.6	2.7		3.58	f 7.10	4.08		f 7.30	7.53	8.53	5.15	6.45	9.15	12.20			6.00
SOUTH LINE JCT. 1.1	1.1															
TO-R TUCSON (Double Track)	0.0		3.50AM	7.00AM	4.00PM		7.20PM	7.45PM	8.45PM	5.00AM	6.30AM	9.00AM	12.01PM			5.45PM
(121.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thur., Sat.	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Tues., Thur., Sat.	Leave Daily
Total Time		(0.27)	(3.05)	(1.57)	(3.45)	(1.00)	(1.15)	(3.05)	(1.05)	(9.30)	(3.55)	(2.55)	(3.29)	(2.59)	(1.50)	(7.25)
Average speed per hour		20.67	39.24	28.56	32.27	17.60	37.12	39.24	42.83	13.36	13.45	15.91	13.32	8.04	9.05	16.18

Automatic Block Signals (Phoenix to Poston); Auto. Block Signals (Picacho); Auto. Block Signals (Red Rock); Auto. Block Signals (Stockham to Tucson)

Memo for Time Table File

Effective November 1st, 1927:

No 107

Lv	Tucson	8:20 AM
	Red Rock	9:22
	Picacho	9:43
	Casa Grande	10:10
	Maricopa	10:45
	Tempe	11:43 AM
Ar	Phoenix	12:05 PM

Westward trains are superior to trains of the same class in the opposite direction.

Initial switch east end Poston, 250 feet east of water column.
Schedule time and train orders apply at junction switch at Picacho and McQueen.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers From or Beyond
101	Any Station	San Antonio and Tucumcari
101	Chandler	El Paso
1	Any Station	Polvo
3	Chandler	El Paso
11	Any Station	Amarillo, Texas

EASTWARD

SECOND CLASS

Car capacity of sidings	434 Phoenix Freight	428 Freight	92 Los Angeles Manifest Freight	422 Gila Local Freight	426 Freight	244 San Francisco Manifest Freight	128 Hayden Local Freight	126 Chandler Local Freight	438 Phoenix Local Freight	412 Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thur. Sat.	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Wed., Fri., Sun.	Leave Daily
Yard BKWFCTPY	8.00PM						9.30AM	7.00AM	6.00AM	
19 Switch East End	8.15						9.45	7.15	6.15	
11 P										
Yard WYPK	8.45						10.15	8.15	**6.34**	
P	8.50						10.25	8.25	6.40	
	8.55						10.30	8.35	6.45	
5										
63										
Yard PWY	9.40						11.00	**8.55** **9.30**	7.15	
79 P Spur 5	**10.10**						11.10AM	9.40	7.25	
House 22 P Spur 15	10.30							9.50	7.35	
House 18	10.35							10.00	7.40	
54 P House 16	**11.00**							10.50	8.10	
P	11.10							11.00AM	8.20	
81 P House 35	11.20								8.35	
71 P	11.35								8.50	
72 P Spur 22	11.50PM								9.05	
P House 34	12.05AM								9.20	
79 P	12.20								9.35	
81 YPW House 34	**12.49**								**10.28**	
80 P House 22	1.10								10.48	
P House 34	1.25								11.10	
72 P House 16	1.40								11.25AM	
P										
82 YPWF	2.10	6.25PM	5.30PM	12.45PM	**11.55AM**	9.40AM			12.15PM	6.00AM
73 P	2.30	6.40	5.45	1.00	12.10PM	**10.05**			12.30	6.25
65 P	2.45	6.55	6.00	1.15	12.25	10.20			12.40	6.40
73 P	3.00	7.10	6.15	1.30	12.40	**10.50**			12.50	6.50
67-67 PW House 23	3.15	7.20	6.30	1.55	12.55	**11.24**			1.10	**7.00**
68 P	3.25	**7.30**	6.40	**2.05**	1.05	11.45			1.20	7.10
67 P	3.35	7.40	6.50	2.15	1.15	11.55AM			**1.45**	7.20
71 P House 32	3.45	**7.53** **8.18**	**7.00**	2.30	**1.25**	12.10PM			2.00	**7.45**
69 PW	**4.17**	8.40	7.15	2.50	1.55	12.30			2.20	**8.18**
67 P	4.45	**9.05**	**7.38** **8.05**	3.15	2.20	**12.50**			2.40	8.45
67 PW	5.00	9.30	8.35	3.35	2.40	1.20			2.55	9.00
IP	5.10	9.40	8.45	3.45	2.50	1.40			3.05	9.10
P										
Yard YWFCTBKIP	5.30AM	10.00PM	9.10PM	4.00PM	3.10PM	2.00PM			3.30PM	9.30AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues. Thur. Sat	Arrive Daily	Arrive Daily	Arrive Mon., Wed. Fri.	Arrive Daily Ex. Sunday	Arrive Wed., Fri. Sun.	Arrive Daily
	(9.30) 12.63	(3.35) 14.65	(3.40) 12.65	(3.15) 14.28	(3.15) 14.28	(4.20) 10.71	(1.40) 9.96	(4.00) 6.00	(9.30) 12.63	(3.30) 13.26

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Eastward trains except first class must not pas

Initial switch east end Poston, 250 fee
Schedule time and train orders apply a
Mile Posts Ocatilla and Tucson are nu

Tr

TUCSON SUBDIVISION

WESTWARD

Time Table No. 93

March 20, 1927

	STATIONS	Distance from Tucson	FIRST CLASS								THIRD CLASS						
			37	101	107	1	35	103	3	11	437	421	91	243	125	127	433
			Maricopa Phoenix Passenger	Sunset Limited	Tucson Phoenix Passenger	Californian	Winkelman Phoenix Passenger	Argonaut	Golden State Limited	Apache	Phoenix Local Freight	Gila Local Freight	Los Angeles Manifest Freight	San Francisco Manifest Freight	Chandler Local Freight	Hayden Local Freight	Phoenix Freight
											Arrive Tues., Thur. & Sat.	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily Except Sun.	Arrive Tues., Thur., Sat.	Arrive Daily
Automatic Block Signals	R PHOENIX (Union St'n) Double Track 1.0																
	TO-R PHOENIX 4.1										2.30 PM				3.00 PM	3.50 PM	1.10 AM
	KENDALL (Spur 0.7										2.05				2.40	3.30	12.50
	CACTUS (Spur 2.6																
	TO TEMPE 0.9										1.45				2.10	3.10	12.30
	TEMPE JCT. 1.8										1.25				1.50	2.50	12.20
	NORMAL JCT. 1.3										1.20				1.45	2.40	12.15 AM
	FRANKENBURG (Spur 0 2																
	TEMPE PUMPING PLANT (Spur 3.2																
	TO MESA 1.8										1.00				1.25	2.20	11.50 PM
	McQUEEN 1.8										12.40				1.00	2.00 PM	11.25
	TREMAINE 0.7										12.35				12.50		11.15
	FALFA 3.2										12.20				12.40		11.10
	TO CHANDLER 1.7										12.10 PM				12.30		11.00
	POZO JCT. 3.3										11.50 AM				12.01 PM		10.45
	SERAPE 4.7										11.40						10.29
	SANTAN 4.2										11.25						10.11
	SACATON 4.9										11.10						10.02
	OLBERG 5.1										10.55						9.52
	BLACKWATER 5.0										10.43						9.42
	TO POSTON 3.8										10.28						9.20
	COOLIDGE 4.4										9.55						9.00
	RANDOLPH 5.0										9.40						8.50
	TOPAZ 4.0										9.25						8.40
Auto. Block Signals	PEAK (No Sidin 5.2																
	TO PICACHO 3.2										9.00	10.25 AM	11.55 AM	3.30 PM			8.20
	OCATILLA 3.5										8.35	10.05	11.30	3.10			8.10
	WYMOLA 3.7										8.18	9.45	11.13	2.57			8.00
	MONTROSE 3.5										7.50	9.35	10.50	2.46			7.50
Auto. Block Signals	TO RED ROCK 2.9										7.26 6.55	9.25	10.35	2.35			7.40
	AVRA 4.1	29.6		4.33	f 7.59	4.43		f 8.09	8.28	9.28	6.35	8.55	10.25	2.05			7.30
	NAVISKA 3.8	25.5		4.28	f 7.50	4.38		f 8.03	8.23	9.23	6.20	8.45	10.15	1.45			7.15
	MARANA 4.7	21.7		4.23	f 7.45	4.33		f 7.58	8.18	9.18	6.10	8.35	10.05	1.25			7.00
	TO RILLITO 5.2	17.0		4.17	f 7.35	4.27		f 7.51	8.12	9.12	6.00	8.18 7.50	9.55	1.08			6.40
	CORTARO 5.3	11.8		4.10	f 7.25	4.20		f 7.43	8.05	9.05	5.45	7.25	9.40	12.50			6.25
	JAYNES 3.8	6.5		4.03	f 7.17	4.13		f 7.35	7.58	8.58	5.30	7.00	9.25	12.30			6.10
Auto. Block Signals	TO STOCKHAM Double Track 1.6	2.7		3.58	f 7.10	4.08		f 7.30	7.53	8.53	5.15	6.45	9.15	12.20			6.00
	SOUTH LINE JCT. 1.1	1.1															
	TO-R TUCSON	0.0		3.50 AM	7.00 AM	4.00 PM		7.20 PM	7.45 PM	8.45 PM	5.00 AM	6.30 AM	9.00 AM	12.01 PM			5.45 PM
	(121.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thur., Sat.	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Tues., Thur., Sat.	Leave Daily
	Total Time Average speed per hour		(0.27) 20.67	(3.05) 39.24	(1.57) 28.56	(3.45) 32.27	(1.00) 17.60	(1.15) 37.12	(3.05) 39.24	(1.05) 42.83	(9.30) 13.36	(3.55) 13.45	(2.55) 15.91	(3.29) 13.32	(2.59) 8.04	(1.50) 9.05	(7.25) 16.18

Westward trains are superior to trains of the same class in the opposite direction.

Initial switch east end Poston, 250 feet east of water column.
Schedule time and train orders apply at junction switch at Picacho and McQueen.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers From or Beyond
101	Any Station	San Antonio and Tucumcari
101	Chandler	El Paso
1	Any Station	Polvo
3	Chandler	El Paso
11	Any Station	Amarillo, Texas

YUMA SUBDIVISION

	EASTWARD										WESTWARD				
	SECOND CLASS							FIRST CLASS		Time Table No. 93		FIRST CLASS		THIRD CLASS		
Car capacity of sidings	430 Freight	244 San Francisco Manifest Freight	428 Freight	426 Freight	424 Local Freight	412 Freight	92 Los Angeles Manifest Freight	104 Argonaut	Distance from San Francisco	March 20, 1927	Distance from Gila	11 Apache	103 Argonaut	423 Local Freight	91 Los Angeles Manifest Freight	243 San Francisco Manifest Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Tues., Thur. Sat.	Arrive Daily	Arrive Daily
72 PWI	10.30 PM	7.40 PM	4.30 PM	10.30 AM	8.30 AM	4.20 AM	3.05 AM	2.00 AM	770.0	TO WELLTON (Double Track)	85.7	2.20 AM	s 1.25 AM	11.45 AM	3.00 AM	6.40 AM
71 P	10.40	7.55	4.40	10.40	8.40	4.30	3.20	f 2.11	773.1	3.1 ASHER	82.6	2.11	f 1.14	11.30	2.11	6.10
67 P	10.48	8.05	4.48	10.48	8.50	4.38	3.30	f 2.16	776.4	3.3 TACNA	79.3	2.06	f 1.08	11.20	1.40	5.55
71 P	10.57	8.20	4.57	**10.57**	9.00	4.47	3.40	f 2.21	780.1	3.7 GAEL	75.6	2.01	f 1.02	**10.57**	1.25	5.40
67 P	11.06	8.40	5.06	11.06	9.10	4.56	3.50	f 2.27	783.8	3.7 COLFRED	71.9	1.56	f **12.56**	10.30	**12.56**	5.25
69 P	11.15	9.00	5.15	11.15	9.25	**5.05**	4.00	f 2.34	788.6	4.8 PEMBROKE	67.1	1.50	f 12.49	10.20	12.30	**5.05**
88 70 P	11.35	9.50	5.35	11.35	9.55	5.25	**4.30**	f 2.40	792.6	4.0 TO MOHAWK	63.1	1.45	f 12.42	10.10	12.10 AM	**4.30**
67 P	**11.45**	10.20	5.45	11.45	10.05	5.35	4.50	f 2.45	795.9	3.3 KIM	59.8	1.40	f 12.36	9.45	**11.45 PM**	3.40
67 P	11.55 PM	10.45	5.55	11.55 AM	10.20	5.45	5.10	f 2.51	800.5	4.6 STOVAL	55.2	1.34	f 12.29	9.30	11.25	3.20
67 P	**12.21 AM**	**11.10**	6.10	12.10 PM	10.40	6.00	5.30	f **2.58**	806.2	5.7 MUSINA	49.5	1.27	f **12.21**	9.15	**11.10**	**2.58**
67 PW House 28	12.31	11.30 PM	6.25	12.25	11.15	**6.15**	**6.15**	f 3.06	811.9	5.7 TO AZTEC	43.8	1.20	f 12.13	9.00	10.40	2.25
67 P	12.50	**12.02 AM**	6.40	12.40	11.35	6.30	6.55	f 3.16	819.7	7.8 STANWIX	36.0	1.10	f **12.02 AM**	8.25	10.15	2.00
70 P	**1.07**	12.20	6.45	12.45	11.40 AM	6.35	7.05	f 3.19	822.0	2.3 LAVA	33.7	**1.07**	f 11.58 PM	8.20	10.05	1.55
Y									824.9	2.9 DELOSA	30.8					
82-76 PWF House 21	**1.40**	**12.55** **1.25**	7.10	1.10	12.30 PM	7.00	**8.00**	s 3.28	826.1	1.2 TO SENTINEL	29.6	**1.00**	s 11.51	**8.00**	9.45	**1.40** **1.20**
76 P	1.48	1.35	7.18	1.18	12.40	7.08	8.25	f 3.33	829.6	3.5 TRIGO	26.1	**12.55**	f 11.41	7.30	9.35	**12.55**
67 P	1.55	1.45	7.25	1.25	12.50	**7.15**	8.45	f 3.38	833.1	3.5 TARTRON	22.6	12.50	f 11.35	**7.15**	9.25	12.25
67 P	2.10	1.57	7.40	1.40	1.10	7.30	9.15	f 3.47	839.9	6.8 PIEDRA	15.8	12.41	f 11.24	6.45	9.05	12.10 AM
67 P Corral 30	2.20	2.08	7.50	1.50	1.30	7.40	9.35	f 3.54	845.5	5.6 THEBA	10.2	12.34	f 11.16	6.30	8.50	11.55 PM
67 P	2.30	2.18	8.00	2.00	1.45	7.50	9.55	f 4.00	850.3	4.8 SMURR	5.4	12.28	f 11.09	6.15	8.35	11.40
Yard BKWTFP	2.45 AM	2.35 AM	**8.15 PM**	2.15 PM	2.00 PM	8.05 AM	10.30 AM	s 4.10 AM	855.7	5.4 TO-R GILA	0.0	12.20 AM	11.00 PM	6.00 AM	**8.15 PM**	11.25 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily		(85.7)		Leave Daily	Leave Daily	Leave Tues. Thur. Sat.	Leave Daily	Leave Daily
	(4.15) 20.16	(6.55) 13.36	(3.45) 22.85	(3.45) 22.85	(5.30) 15.58	(3.45) 22.85	(7.25) 11.56	(2.10) 39.55		Total Time Average speed per hour		(2.00) 42.85	(2.25) 35.46	(5.45) 14.90	(6.45) 12.70	(7.15) 12.39

Automatic Block Signals

Westward trains are superior to trains of the same class in the opposite direction.
First class trains meeting at Gila take siding at passenger station.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers From or Beyond
11	Any Station	Amarillo, Texas

EASTWARD

WESTWARD

Time Table No. 93

March 20, 1927

Car capacity of sidings	SECOND CLASS							FIRST CLASS		Distance from San Francisco		STATIONS	Distance from Picacho	FIRST CLASS			THIRD CLASS		
	430	428	92	426	422	244	412	108	104					107	103	11	421	91	243
	Freight	Freight	Los Angeles Manifest Freight	Freight	Local Freight	San Francisco Manifest Freight	Freight	Phoenix Tucson Passenger	Argonaut					Tucson Phoenix Passenger	Argonaut	Apache	Local Freight	Los Angeles Manifest Freight	San Francisco Manifest Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues. Thur. Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon. Wed. Fri.	Arrive Daily	Arrive Daily
Yard WFTPBK	7.20 PM	1.50 PM	11.30 AM	7.30 AM	6.00 AM	3.00 AM	1.30 AM		4.20 AM	855.7	Automatic Block Signals	TO-R GILA 3.4	81.8		s 10.50 PM	s 12.10 AM	4.30 PM	7.00 PM	10.10 PM
67 P	7.35	2.05	11.45 AM	7.45	6.15	3.15	1.45		f 4.28	859.1		COLEDON 6.0	78.4		f 10.41	12.01 AM	4.15	6.40	9.50
67 P	7.50	2.20	12.10 PM	8.00	6.35	3.35	2.00		f 4.40	865.1		TO BOSQUE 4.0	72.4		f 10.32	11.50 PM	3.55	6.15	9.30
67 P	8.05	2.35	12.25	8.15	6.55	3.50	2.15		f 4.48	869.1		OCAPOS 2.7	68.4		f 10.26	11.44	3.35	5.45	9.05
76 P	8.15	2.45	12.35	8.25	7.10	4.05	2.25		f 4.54	871.8		SHAWMUT 2.8	65.7		f 10.21	11.38	3.20	5.25	8.50
73 PY	**8.30**	**3.05**	1.05	8.40	7.40	4.30	2.40		f 5.01	874.6		TO ESTRELLA 4.8	62.9		f 10.16	11.33	**3.05**	5.05	**8.30**
68 P	8.40	3.15	1.15	8.50	7.50	4.40	2.50		f 5.08	879.4		BUCHAN 4.3	58.1		f 10.08	11.27	2.40	4.30	8.05
67 PW	8.50	3.25	1.30	9.00	8.00	4.50	3.00		f 5.15	883.7		MOBILE 4.7	53.8		f 10.01	11.21	2.30	4.10	7.50
67 P	9.05	**3.40**	1.50	9.15	8.15	**5.22**	3.15		f **5.22**	888.4		ENID 4.4	49.1		f 9.53	11.15	2.20	**3.40**	7.30
67 P	9.15	3.50	**2.05**	9.25	8.30	5.50	3.25		f 5.29	892.8		HEATON 5.0	44.7		f 9.45	11.09	**2.05**	3.10	7.05
Yard WYPK	**9.35**	4.20	**2.45**	9.50	8.55	6.30	3.50	8.00 PM	s 5.50	897.8	Auto. Block Signals	TO MARICOPA 5.1	39.7	s 9.35 AM	s **9.35**	s 11.00	1.35	**2.45**	6.30
67 P	10.00	4.35	3.05	10.05	**9.26**	6.50	4.05	f 8.10	f 6.00	902.9		LIRIM 4.8	34.6	f **9.26**	f 9.22	10.42	1.05	2.10	5.40
72 P	**10.36**	4.50	3.20	10.20	9.45	7.05	4.20	f 8.17	f 6.10	907.7		BON 4.8	29.8	f 9.18	f 9.16	**10.36**	12.50	1.55	5.25
67 P	11.00	**5.05**	3.35	10.35	10.00	7.20	4.35	f 8.24	f 6.18	912.5		NUNEZ 6.3	25.0	f 9.10	f 9.10	10.30	12.35	1.40	**5.05**
94 PW House 65	11.15	5.25	4.00	**10.50**	**10.50**	7.45	4.50	s 8.35	s 6.30	918.8	TO	CASA GRANDE 4.9	18.7	s 9.00	s 9.02	10.20	12.20 PM	1.20	4.40
67 P	11.25	5.35	**4.20**	11.05	11.15	8.00	5.05	f 8.43	f 6.37	923.7		ARIZOLA 4.7	13.8	f 8.50	f 8.56	10.11	11.40 AM	1.00	**4.20**
68 P	11.40	5.50	4.40	**11.20**	11.40 AM	**8.44**	5.20	f **8.50**	f 6.45	928.4		TOLTEC 4.7	9.1	f **8.44**	f **8.50**	10.05	**11.20**	12.40	3.55
67 P	11.50 PM	6.00	5.00	11.35	**12.15 PM**	9.10	5.35	f 8.58	f 6.52	933.1	AutoBlock Signals	ELOY 4.4	4.4	f 8.37	f 8.42	9.58	10.45	**12.15 PM**	3.45
82 PYFW	12.15 AM	6.25 PM	5.30 PM	**11.55 AM**	12.45 PM	9.40 AM	6.00 AM	f 9.05 PM	f 7.00 AM	937.5	TO	PICACHO	0.0	8.30 AM	8.35 PM	9.50 PM	10.25 AM	**11.55 AM**	3.30 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs. Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			81.8		Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wed. Fri.	Leave Daily	Leave Daily
	(4.55) 16.64	(4.35) 17.85	(6.00) 13.63	(4.25) 18.52	(6.45) 12.12	(6.40) 12.27	(4.30) 18.18	(1.05) 36.65	(2.40) 30.68			........Total Time........ ....Average speed per hour........		(1.05) 36.65	(2.15) 36.36	(2.20) 35.06	(6.05) 13.45	(7.05) 11.55	(6.40) 12.27

Westward trains are superior to trains of the same class in the opposite direction.

First class trains meeting at Gila take siding at passenger station.

Schedule time and train orders apply at junction switch at Picacho.

ADDITIONAL STOPS TO DISCHARGE PASSENGERS

Train	At	Passengers from or beyond
11	Any Station	Amarillo, Texas

TUCSON SUBDIVISION—CHRISTMAS BRANCH

Car capacity of sidings	EASTWARD SECOND CLASS 128 Local Freight	136 Local Freight	132 Mixed	FIRST CLASS 36 Phoenix Win kelman Passenger	Distance from San Francisco		Time Table No. 93 March 20, 1927 STATIONS		Distance from Christmas	WESTWARD FIRST CLASS 35 Winkelman Phoenix Passenger	THIRD CLASS 131 Mixed	127 Local Freight
	Leave Mon. Wed. Fri.	Leave Tues. Thurs.Sat.	Leave Tues. Thurs' Sat.	Leave Daily Ex. Sunday						Arrive Daily Ex. Sunday	Arrive Tues. Thurs. Sat.	Arrive Tues. Thurs. Sat.
79 P Spur 5	11.10AM			9.50AM	923.6		McQUEEN		86.9	f 4.40PM		2.00PM
							3.4					
46 House 27	11.20			s 9.58	927.0	TO	GILBERT		83.5	s 4.32		1.45
							5.0					
P House 27	11.35			f 10.08	932.0		HIGLEY		78.5	f 4.21		1.10
							3.6					
House 10	11.45			f 10.15	935.6		GERMANN		74.9	f 4.14		1.00
							2.5					
15	11.55AM			f 10.20	938.1		RITTENHOUSE	(Spur)	72.4	f 4.09		12.50
							3.5					
55 PW	12.10PM			f 10.26	941.6		QUEEN CREEK		68.9	f 4.03		12.40
							8.2					
45 Spur 20	12.50			s 10.44	949.8	TO	MAGMA		60.7	s 3.48		12.10PM
							6.7					
P	1.10			f 10.57	956.5		FLORENCE JCT.		54.0	f 3.34		11.20AM
							2.5					
28 PW House 17	1.40			s 11.10	959.0	TO	FLORENCE		51.5	s 3.28		11.10
							0.5					
6					959.5		STANCO	(Spur)	51.0			
							2.3					
2				f	961.8		BARR	(Spur)	48.7	f		
							4.9					
9	2.05			f 11.26	966.7		MUNN	(Spur)	43.8	f 3.04		10.10
							1.6					
7				f	968.3		DIVERSION	(Spur)	42.2	f		
							0.7					
House 27	2.15			f 11.30	969.0		PRICE		41.5	f 3.00		10.00
							6.2					
P House 27	2.46			f 11.45	975.2		COCHRAN		35.3	f 2.46		9.40
							4.5					
12	3.05			f 11.55AM	979.7		BUTTES	(Spur)	30.8	f 2.36		9.25
							3.4					
P House 26	3.20			f 12.03PM	983.1		ZELLWEGER		27.4	f 2.28		9.15
							1.5					
3				f	984.6		WOOLEY	(Spur)	25.9	f		
							3.2					
Yard PW	4.10			s 12.25	987.8	TO-R	RAY JUNCTION		22.7	s 2.16		9.00
							1.2					
2				f	989.0		ERMAN	(Spur)	21.5	f		
							5.9					
P House 32	4.30			f 12.40	994.9		BRANAMAN		15.6	f 1.53		8.25
							4.3					
Y	4.45			12.53	999.2		BURNS WYE		11.3	1.43		8.10
							0.5					
House 36	4.50			f 12.56	999.7		BURNS		10.8	f 1.41		8.05
							0.5					
Yard BKWFP	5.00PM	6.00AM		s 1.00	1000.2	TO-R	HAYDEN JCT		10.3	s 1.38		8.00
							1.9					
House {17 P 13		6.10		s 1.15	1002.1	TO	HAYDEN		8.4	s 1.30		7.45
							1.4					
P House 15		6.20AM	6.30AM	s 1.20PM	1003.5	TO-R	WINKELMAN		7.0	1.25PM	s 7.30AM	7.35AM
							1.2					
6			f		1004.7		ROCK QUARRY	(Spur)	5.8		f	
							2.3					
4			f		1007.0		FINNEY	(Spur)	3.5		f	
							3.5					
House 43			s 7.02AM		1010.5		CHRISTMAS		0.0		7.07AM	
	Arrive Mon. Wed. Fri.	ArriveTues. Thurs. Sat.	Arrive Tues. Thurs. Sat.	Arrive Daily Ex. Sunday			(86.9)			Leave Daily Ex. Sunday	Leave Tues. Thurs. Sat.	Leave Tues. Thurs. Sat.
	(5.50)	(0.20)	(0.32)	(3.30)			........................Total Time........................			(3.15)	(0.23)	(6.25)
	13.16	10.50	12.94	22.83			..................Average speed per hour..................			24.58	18.00	12.45

Westward trains are superior to trains of the same class in the opposite direction.

Except No. 36 is superior to No. 35.

Schedule time and train orders apply at junction switch at McQueen.

EASTWARD TUCSON SUBDIVISION—MARICOPA BRANCH WESTWARD

Car capacity of sidings			FIRST CLASS 38 Phoenix Maricopa Passenger	FIRST CLASS 108 Phoenix Tucson Passenger	Distance from San Francisco via Phoenix		Time Table No. 93 March 20, 1927 STATIONS	Distance from Maricopa	FIRST CLASS 107 Tucson Phoenix Passenger	FIRST CLASS 37 Maricopa Phoenix Passenger	
			Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	
P			8.20PM	7.02PM	915.3		TEMPE JCT. 2.4	25.8	10.33AM	12.08AM	
House 21			f 8.25	f 7.07	917.7		PETERSON 2.4	23.4	f 10.28	f 12.03AM	
53			f 8.31	f 7.13	920.1		HELENA 2.9	21.0	f 10.22	f 11.57PM	
PY			f 8.37	f 7.19	923.0		WEST CHANDLER 5.5	18.1	f 10.15	f 11.50	
58			f 8.47	f 7.29	928.5		ALICIA 3.2	12.6	f 10.06	f 11.41	
4			f	f	931.7		RIVERA (Spur) 1.6	9.4	f	f	
P House 22			f 8.56	f 7.38	933.3		SACATE 7.8	7.8	f 9.57	f 11.32	
Yard KWYP			s 9.15PM	s 7.55PM	941.1	TO-R	MARICOPA	0.0	9.40AM	11.15PM	
			Arrive Daily	Arrive Daily			(25.8)		Leave Daily	Leave Daily	
			(0.55)	(0.53)			Total Time		(0.53)	(0.53)	
			28.15	29.21			Average speed per hour		29.21	29.21	

EASTWARD TUCSON SUBDIVISION—TEMPE BRANCH WESTWARD

Car capacity of sidings				Distance from San Francisco		Time Table No. 93 March 20, 1927 STATIONS	Distance from Normal Jct.			
Yard WYPK				914.4	TO	TEMPE 1.0	2.1			
				915.4		P. & E. JCT. 1.1	1.1			
				916.5		NORMAL JCT.	0.0			
						(2.1)				

EASTWARD TUCSON SUBDIVISION—MESA BRANCH WESTWARD

Car capacity of sidings				Distance from San Francisco		Time Table No. 93 March 20, 1927 STATIONS	Distance from Mesa			
				915.4		P. & E. JCT. 0.7	7.5			
House 15				916.1		CREAMERY 5.0	6.8			
House {31 {31				921.1		NORTH MESA 1.8	1.8			
Yard PWY				922.9	TO	MESA	0.0			
						(7.5)				

EASTWARD TUCSON SUBDIVISION—CASABA BRANCH WESTWARD

Car capacity of sidings			SECOND CLASS 126 Local Freight	Distance from San Francisco	Time Table No. 93 March 20, 1927 STATIONS	Distance from Casaba	THIRD CLASS 125 Local Freight		
			Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday		
P			11.00AM	931.0	POZO JCT. 0.7	4.5	12.01PM		
15			11.05	931.7	POZO (Spur) 2.5	3.8	11.55AM		
13			11.15	934.2	NARANJA (Spur) 0.4	1.3	11.45		
House 27 Spur 18			11.20	934.6	GOODYEAR 0.9	0.9	11.40		
16 Y			11.25AM	935.5	CASABA (Spur)	0.0	11.35AM		
			Arrive Daily Ex. Sunday		(4.5)		Leave Daily Ex. Sunday		
			(0.25)		Total Time		(0.26)		
			10.80		Average speed per hour		10.38		

EASTWARD TUCSON SUBDIVISION—FLORENCE BRANCH WESTWARD

Car capacity of sidings				Distance from San Francisco		Time Table No. 93 March 20, 1927 STATIONS	Distance from Florence Jct.			
81 WYP House 34				958.2	TO	POSTON 3.8	6.5			
3				962.0		PARSONS (Spur) 2.7	2.7			
				964.7		FLORENCE JCT.	0.0			
						(6.5)				

EASTWARD YUMA SUBDIVISION—LITCHFIELD BRANCH WESTWARD

Car capacity of sidings				Distance from San Francisco	Time Table No. 93 March 20, 1927 STATIONS	Distance from Litchfield			
64 YP House 32				889.7	AVONDALE 3.0	4.3			
				892.7	BARN (No siding) 1.3	1.3			
20				894.0	LITCHFIELD (Spur)	0.0			
					(4.3)				

Westward trains are superior to trains of the same class in the opposite direction.

Except No. 38 is superior to No. 37.

TUCSON SUBDIVISION

Car capacity of sidings	EASTWARD SECOND CLASS 482 Local Freight Leave Daily Ex. Sunday	168 Mixed Leave Tues., Thurs. Sat.	FIRST CLASS 122 Mexican Express Leave Daily	Distance from San Francisco		Time Table No. 93 March 20, 1927 STATIONS	Distance from Nogales	WESTWARD FIRST CLASS 121 Mexican Express Arrive Daily	THIRD CLASS 167 Mixed Arrive Mon. Wed. Fri.	481 Local Freight Arrive Daily Ex. Sunday
Yard WFCTP YBK	7.30AM		9.30AM	983.9	TO-R	TUCSON 0.8	65.9	s 3.10PM		3.30PM
				984.7		T. & N. R. R. JCT. 2.2	65.1			
	7.45		9.40	986.9		SOUTH LINE CROSSING 3.0	62.9	2.56		3.15
60	7.55		f 9.48	989.9		AGUIRRE 3.9	59.9	f 2.50		3.05
60	8.05		f 9.55	993.8		XAVIER 4.8	56.0	f 2.43		2.57
60	8.15		f 10.03	998.6		FELIX 3.8	51.2	f 2.35		2.47
120 House W 32	8.30		s 10.10	1002.4		SAHUARITA 4.6	47.4	s 2.28		2.28
62	8.40		f 10.19	1007.0		HARTT 3.4	42.8	f 2.19		2.00
House 13	8.50		s 10.25	1010.4		CONTINENTAL 1.7	39.4	s 2.13		1.50
63 House 31	9.00		f 10.29	1012.1		MORALES 1.5	37.7	f 2.09		1.45
12			f	1013.6		HACKETT (Spur) 2.7	36.2	f		
62 House 41	9.10		f 10.37	1016.3		CANOA 2.2	33.5	f 2.02		1.35
			f	1018.5		SOPRI (No Siding) 2.6	31.3	f		
P House 62	9.25		s 10.46	1021.1	TO	AMADO 4.5	28.7	s 1.53		1.25
61	9.38		f 10.55	1025.6		CHAVEZ 2.5	24.2	f 1.44		1.15
3			f	1028.1		SOTOS CROSSING (Spur) 1.5	21.7	f		
61 House W 32	9.50		f 11.03	1029.6		TUBAC 4.6	20.2	f 1.37		1.05
62 House 31	10.03		f 11.12	1034.2		OTERO 3.2	15.6	f 1.28		12.55
62 House 33	10.12		f 11.18	1037.4		SILVA 2.7	12.4	f 1.22		12.45
PY	10.25	8.15PM	s 11.25	1040.1	R	CALABASAS 2.4	9.7	s 1.16	s 9.40AM	12.37
House 6			f	1113.8		PLOMO 1.7	7.3	f		
			f	1115.5		SAXTON (No Siding) 5.6	5.6	f		
Yard WFCT PBK	11.00AM	s 8.40PM	s 11.50AM	1121.1	TO-R	NOGALES	0.0	12.50PM	9.15AM	12.05PM
	Arrive Daily Ex. Sunday	Arrive Tues. Thurs. Sat.	Arrive Daily			(65.9)		Leave Daily	Leave Mon,. Wed. Fri.	Leave Daily Ex. Sunday
	(3.30) 18.83	(0.25) 23.28	(2.20) 28.24			……… Total Time ……… ……… Average speed per hour ………		(2.20) 28.24	(0.25) 23.28	(3.25) 19.29

Westward trains are superior to trains of the same class in the opposite direction. Exceptions: No. 122 is superior to No. 121.

Mile posts between Calabasas and Nogales are numbered in accord with distance via Benson-Calabasas Line.

Trains and engines must move on main track, between South Line Crossing and North Yard, Tucson, including both legs of the wye, with caution, expecting to find track occupied.

EASTWARD TUCSON SUBDIVISION WESTWARD

SOUTH LINE

Car capacity of sidings	Distance from San Francisco	Time Table No. 93 March 20, 1927 STATIONS	Distance from El Paso
P	982.8	SOUTH LINE JCT. 1.7	341.7
PCW Yard	984.5	SOUTH YARD 2.0	340.0
P	986.5	SOUTH LINE CROSSING 2.0	338.0
P 85	988.5	ALDONA 1.7	336.0
P	990.2	SOUTH YARD JCT.	334.3
		(7.4)	

The track on the left as viewed in moving from South Line Junction to South Yard will be used as the main lead in both directions.

Trains and engines must move between South Yard Jct. and South Line Jct., Tucson Yard, with caution expecting to find track occupied.

SPECIAL INSTRUCTIONS

THE FOLLOWING APPLICATIONS AND ADDITIONS ARE MADE TO THE BOOK OF RULES:

RULE 2. The following are designated Watch Inspectors:

S. A. Pope, San Francisco, 65 Market Street, Supervisor of Time Service.

Yuma	Wm. Baird
Phoenix	C. A. Sheldon
Tucson	F. E. Adams G. F. Van Sickle
Nogales	E. M. Mather

RULE 6 (A). Fuel oil stations will be designated with letter "F", coaling stations with letter "C", both oil and coal "FC."

RULE 10 (G). Where there are two or more main tracks, an unattended red signal will not apply to the track on which a train is running, if displayed beyond the first rail of an adjoining main track.

RULE 10 (H) and Maintenance of Way **RULE 1015** are amended to read one-half mile instead of one-quarter mile for distances at which yellow signals are to be placed in advance of track or structure over which speed of train must be restricted.

RULE 14. At junction points when recalling flagman on diverging route use:

Four long and one short sound of steam whistle to recall flagman from the west.
Five long and one short sound of steam whistle to recall flagman from the east.
At Wellton and Picacho the Phoenix Line is diverging route.

RULE 14 (L). Repeat signal so that last sound ends as engine reaches crossing.

RULE 72. When a section of double track is being used as single track under Form D-S, westward trains are superior to trains of the same class in the opposite direction.

RULE 83 (A). At the following stations, only the trains indicated, will register:

Phoenix.—Register at Union Station for first class trains and at yard office for all trains.

Enginemen of light engines arriving Tucson from Rio Grande Division will leave register ticket Form 2642 with engine dispatcher who will deliver promptly to telegraph office and operator will enter information from this form to register.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Phoenix.—Yard office, first class trains.

RULE 83 (D). Trains must obtain clearance card before leaving Phoenix yard office, Maricopa and Tempe, when such stations are open train-order offices. This rule applies at Tempe, only to trains to and from Tempe Branch.

RULE 93. Yard limits—Are defined by yard limit signs at the following stations: Yuma, Wellton, Phoenix, Tempe, Mesa, Poston, Florence, Ray Jct., Hayden Jct., Gila, Maricopa, Picacho, Tucson, Nogales.

RULE 97 (A). On double track trains may run extra, moving with the current of traffic, without running orders between Tucson and Stockham.

RULE 98. Railroad crossings and junctions not interlocked:

Phoenix.—All trains and engines stop before crossing A. T. & S. F. wye.

Tucson.—All trains and engines stop before passing over crossing of Nogales Branch and South Line tracks.

Normal position of switches at the end of double track and at junctions will be as follows:

East Yard—Westward track.
Dome—Westward track.
Wellton—Westward track (Phoenix Line).
Wellton—Eastward track (Gila Line).
Avondale—Phoenix Line.
Phoenix—West switch to Union Station (located 72 feet east A. T. & S. F. crossing) for Union Station.
Phoenix—(West end double track.) Eastward track.
Phoenix—(East end double track.) Westward track.
Tempe—Phoenix Line.
Tempe Junction—Phoenix Line.
P. & E. Junction—Tempe Branch.
Normal Junction—Phoenix Line.
Mesa—Phoenix Line.
McQueen—Phoenix Line.
Pozo Junction—Phoenix Line.
Florence Junction—Christmas Branch.
Poston—Phoenix Line.
Picacho—Gila Line.
Stockham—Eastward track.
Tucson—T. & N. R. R. Jct.—For east leg of wye leading to freight yard.

RULE D-151. Between Polvo and puzzle switch opposite yard office Tucson, trains must keep to the left.

RULE D-152. Within block signal limits, after switches of a cross-over are thrown wait five minutes before crossing over unless block signals protecting the movement can be seen to be in stop position not less than one-half mile distant, but Rule 99 must be complied with.

RULE 221. That portion reading "Train-order office hours will be shown in the time-table" is cancelled.

When a train-order signal indicates proceed in both directions by day, and in addition the light indicates proceed by night, the office will be considered a closed train-order office.

RULE 516. Overlaps located at:

Gillespie—(Overlap on signal 8496) Eastward trains.
McQueen—(Overlap on signal 9218) Eastward trains.

RULE 672. The numbers on interlocking signals within automatic block signal limits which are part of the block system governing beyond interlocking limits will have a prefix "S."

RULE 820. Enginemen who have had less than 610 days actual experience as enginemen in freight service and less than 60 days experience on the division must not be used in passenger service.

When enginemen with less than 610 days experience and less than 60 days service as enginemen on the district and firemen of less than one year's experience stand to help or doublehead a passenger train, they must handle the engine next to the train, the experienced men to handle the leading engine.

RULE 867. Westward freight trains stop at least 10 minutes at Bosque and 5 minutes at Saddle. Eastward freight trains stop at least 5 minutes at Enid, but if stop at Mobile inspection may be made there.

RULE 871. This rule is extended to include occupied outfit cars.

RULE 875. Running air brake test must be made as follows: Eastward and westward at Mohawk, westward at Estrella and Harqua.

RULE 876. Standing air brake test must be made by westward freight and mixed trains at Estrella and Harqua.

AUTOMATIC SIGNALS

Automatic block signal 9796 Phoenix Line, Picacho, will indicate "proceed" only when switches are lined for movement to Gila Line.

Westward trains except first class, must not pass cross-over switch near automatic block signal 9851 east end Tucson yard without proceed signal from yardman.

Automatic block signal 9846 Nogales Branch will indicate "proceed" only when switches are lined for movement from Nogales Branch to westward main track.

INTERLOCKING

EAST YARD

Switch at end of double track electrically controlled and operated from telegraph office.

When interlocking signals S-7372, S-7374 or S-7375 are at stop, be governed by Rule 509, after examining switch at end double track and finding it lined for movement desired.

Limits extend from 3-arm signal 600 feet east of telegraph office to dwarf signal on westward track and to one-arm signal on eastward track 50 feet west of telegraph office.

WELLTON

The two cross-over switches 4,000 feet east and the two cross-over switches 400 feet west of station are electrically controlled and operated from telegraph office.

The derail at east end of siding is electrically locked, and can be operated by trainmen only when released by operator.

On eastward distant signal mast at west end, there is a two-light take siding indicator. Upper light lettered "M" when illuminated, indicates to proceed on eastward main track. Lower light lettered "S" indicates to take siding at west switch.

When interlocking signals S7697 or S7699 are at stop be governed by Rule 509, after examining cross-over switches and finding them lined for movement desired.

Telephone connected with telegraph office is located in box on side of booth at each end of plant, and when yellow hand signal cannot be seen, trains stopped at either end of plant will call operator by telephone, advising him of route, and secure his approval for throwing switches by hand, in event that the electrical appliance controlling switches is inoperative.

Crank for use on switch machine will be found in telephone box. To throw switches by hand, after securing authority from operator, unlock cap on side of switch mechanism secured by switch lock, insert crank, grinding switch or switches over until they lock to route desired, after which operator can clear signal if in working order.

After train has passed over switches, switches must be relined, caps on mechanism restored and locked, and crank returned to telephone box.

Dwarf signals are colored light signals.

Limits on double track extend from 2-arm signal on Gila Line and 2-arm signal on Phoenix Line 4,000 feet east of telegraph office to light signal on westward track 400 feet west of telegraph office and to 2-arm signal on eastward track 1,000 feet west of telegraph office.

STOCKHAM

Switch at end of double track, and two cross-over switches 3,750 feet east of telegraph office are electrically controlled and operated from telegraph office. When interlocking signal S9818 is at stop be governed by Rule 509, after examining cross-over switches and finding them lined for movement desired.

Telephone connected with telegraph office is located in booth 3,750 feet east of telegraph office, and when yellow hand signal cannot be seen, trains stopped at east end of plant will call operator by telephone advising him of route and secure his approval for throwing switches by hand, in event the electrical appliance controlling switches is inoperative.

Crank for use on switch machine will be found on hook near telephone in booth. To throw switches by hand, after securing authority from operator, unlock cap on top of switch mechanism secured by switch lock, insert crank, grinding switch or switches over until they lock to route desired, after which operator can clear signal if in working order.

After train has passed over switches, switches must be relined, caps on mechanism restored and locked, and crank returned to telephone booth.

Limits on double track extend from 3-arm signal 3,750 feet east of telegraph office to 3-arm signal 250 feet west of telegraph office.

SIXTH AVENUE, TUCSON

Normal position of derailing switch in westward main track on west side of 6th Avenue, is to derail.

Movements governed as follows:

Eastward main track to passenger yard by top arm of double arm dwarf signal located 600 feet west of 6th Avenue.

Eastward main track to freight yard by lower arm of double arm dwarf signal located 600 feet west of 6th Avenue.

Passenger yard to westward main track by top arm of double arm dwarf signal located 6th Avenue.

Passenger yard to eastward main track by lower arm of double arm dwarf signal located 6th Avenue.

Freight yard to westward main track also to eastward main track through cross-over by dwarf signal located east of derail.

Westward main track to freight yard also to passenger yard through cross-over by dwarf signal located opposite double arm dwarf signal 600 feet west 6th Avenue.

Limits extend from single arm dwarf at derail on westward track to signal 9835 and from 2-arm dwarf signal on eastward track opposite signal 9835, 500 feet to 2-arm dwarf signal.

Hand signals permitted by Rule 628 may be given from tower window.

WHISTLE SIGNALS AS FOLLOWS:

Against current of traffic (——o).
For diverging route (o——o).
For siding (——o——).

MISCELLANEOUS

1. The line Wellton to Picacho via Phoenix will be known as the Phoenix Line and the line Yuma to Tucson via Gila, as the Gila Line.

2. On freight trains, retainers will be used on grades in accordance with Rules Nos. 55 and 56, of "Rules and Regulations Governing Air Brakes, effective May 1, 1926," as follows:

Estrella to Gila and Harqua to Saddle.

Trains of less than 100 M's per operative brake, when necessary in judgment of conductor and engineman of train.

Trains of more than 100 M's per operative brake, use 10 to 15 retainers solid on head end.

Freight trains, using retainers on any grade of over one percent, will run not to exceed twenty-five miles per hour, and where such grade is more than five miles in length will run not to exceed twenty miles per hour for any one mile of the first three miles.

3. Trains, leaving a stretch of continuously block-signaled track, will leave a fusee near the last signal, as it is possible a train is following less than ten minutes. Conductor and engineman, of a train leaving a stretch of continuously block-signaled track, having knowledge from any source whatsoever that the preceding train is less than ten minutes ahead, will space themselves at the last signal in accordance with Rule 91.

4. Enginemen or other train service employes noting appearance of broken rail or angle bar will stop train and determine nature of defect; and in case of broken rail or angle bar a flagman must be left to afford proper protection until relieved.

5. Wooden underframe flat cars must be placed next to caboose and not between loads.

6. When necessary to handle passenger equipment in freight trains, it must be placed next to caboose, providing rear end freight cars in train will permit.

7. When entering or leaving sidings, or moving while on sidings, do so with caution not exceeding eight miles per hour. Responsibility for collision on siding placed with moving train.

8. Train or portion of a train, entering a siding will pull into clear of main track before stopping. Light engines must not stop between main track and derail switch for purpose of lining up one switch before another switch is opened. Trains passing from siding to main track will not start until derailer and main track switches are both open. When backing out of sidings to the main track where such is equipped with block signals, train will back clear of the home signal and if the signal does not clear, be governed by Rule 509.

9. Engine crews, using coal-burning engines, must keep ashpans closed while running, and dump cinders only at water columns or coaling stations, except in case of emergency. Crews dumping cinders must thoroughly wet same with squirt hose and must know that fire is entirely extinguished, before departing, except that, when cinderman is available, such employe will wet cinders and remove from the tracks. At all coal chutes, which are constructed of wood, engines must be moved a safe distance before dumping cinders, to prevent fire.

10. Employes must not move coal dump cars at coal chutes, until they know that hoppers are properly fastened.

11. Passenger trains helping freight trains to avoid doubling of freight trains or to place freight trains on siding must uncouple engine from passenger equipment before starting movement.

12. Train and yardmen set sufficient hand brakes on head and rear end trains and cuts of cars to insure standing within any yard.

13. Train and yardmen will use tail hose on all work trains backing between stations and over street crossings within the city limits, and on other train and yard back-up movements through or between North and South yards, Tucson.

14. Siding capacity, in car lengths is computed as follows: Allow for the two distances from points of switches to clearance points by deducting 450 feet from total length of track and divide remaining length by 45 feet.

15. Trains and engines must be preceded by flagman crossing 1st, 2nd and 3rd Streets, Yuma, where tracks traverse Madison Avenue.

16. At Dome, when telegraphers are on duty, they will handle switches at west end of double track.

17. Wye at Hassayampa located on north side and 1¼ miles east of station.

18. Standard Oil Spur, Avondale, located 1 mile east, capacity 5 cars.

19. Trains and engines will approach and pass over with caution junction switch located directly west of 7th Ave., leading to Union Station, Phoenix, and know that the route is clear before fouling tracks at this junction.

20. Double track extends through Phoenix yard between 3rd Avenue just east of Union Station and a point 300 feet east of yard office.

21. Eastward trains may use westward track from east switch old yard Phoenix to East end of double track under flag protection.

22. Track south of main track between east end Phoenix yard and Kendall east switch, may be used by freight trains when authorized by train order and this track will be known as "Auxiliary Main Track between Kendall and Phoenix."

Trains using this track and main track may identify each other between Phoenix and Kendall while train in motion, but approaching trains must reduce speed to not exceed 20 miles per hour in order that positive identification may be made by all trainmen and enginemen.

Should there be any doubt due to weather conditions or otherwise, as to the proper identification of superior trains, or signals displayed, eastward trains must not proceed beyond east switch Kendall without first obtaining information from train dispatcher, as per Rule 83.

Trains using this "Auxiliary Main Track" must comply with all single track rules, displaying markers as per Rule S-19.

23. Entrance to Arizona Packing Co. plant, Cactus, protected by gates, which must be kept closed and locked.

24. Trains operating between Tempe and Normal Junction, in either direction, will use the route via Tempe Junction.

25. Trains or engines must not use Tempe and Mesa Branches, without train-order authority.

26. Trains and engines must be preceded by a flagman crossing State Highway, 400 feet east of wye switch, and 8th St., Tempe, on Tempe Branch.

27. Winkelman switch east of Hayden Junction must be left set for the R. & G. V. Railroad leading to Hayden Mill. During the hours that train-order signal at Hayden Junction indicates operator on duty, westward trains will not enter main track west of Winkelman switch until they have called for the train-order signal and the signal has been placed in proceed position. When train-order signal indicates closed office, westward trains will not occupy track between Winkelman switch R. & G. V. Railroad and Hayden Junction, except under provisions of Rule 99.

Westward trains moving between Hayden and Hayden Junction on Winkelman line and R. & G. V. Railroad stop before fouling the adjacent track.

28. Entrance to R. C. C. Co. plant, Hayden, protected by gates which must be closed and locked at night.

29. At Picacho, when telegraphers are on duty, they will handle switches near telegraph office for movements to and from Phoenix Line and to and from siding.
Whistle signals as follows:
Westward trains enroute Phoenix Line (o—o).
Eastward trains for siding (——o——).

30. Trains use sidings at Mohawk as follows: Eastward trains track No. 2, and westward trains track No. 1.

31. Trains use sidings at Sentinel as follows: Westward trains except first-class, east siding; westward first-class and eastward trains west siding.

32. Trains and engines must run with caution a sufficient distance before reaching crossing of electric street railway, Stone Avenue, Tucson.

33. Trains and yard engines, except yard engines making up trains, entering the Tucson yard from Nogales Branch, must stop at car shed, and not proceed until a proceed signal has been received from yardman. Other trains and engines must not pass through the puzzle switch located opposite yard office, without a proceed signal from yardman.

34. Not less than 15 hand brakes on west end and 10 hand brakes on east end must be set on all freight trains arriving North yard, Tucson. These brakes must be set with brake club after train has stopped. Brakes will be set commencing at the west and east ends of train or cut. Anyone releasing any of these brakes will be held responsible to see that there are others set to replace those released.

Two hand brakes must be set on the head and two on rear end of passenger trains arriving at Tucson, these brakes to be set on cars which are not to be disturbed in switching the train.

35. Freight trains must not back out Tucson yard without a signal from herder at east end of yard.

36. Trains and engines must be preceded by flagman crossing Congress and Simpson Sts., South yard, Tucson.

CITY ORDINANCES

(Speed shown in speed restrictions.)

YUMA—Engine must be attached to all cars handled over crossings.

DERAILERS IN MAIN TRACK

Derailing switch 400 feet west of cattle guard 55A Litchfield Branch.

Derailing switch 250 feet east of west switch Christmas.

Derailing switch 579 feet west of west switch Nogales, may be run through by eastward trains. Westward trains must stop and examine this switch before using it. This switch must be left lined to derail. No train must pass over it at a speed to exceed 6 miles per hour.

TELEGRAPHONE CALLS

West Chandler, Section House: —— —— —— ——.
Sacate: —— —— ——.
Ray Junction: ——.
Hayden Junction: 0 —— ——.
Winkelman: —— —— o o o.

The emergency call to be used by trainmen will be a succession of short rings.

Following tracks not to be used by 3200, 3600, 3700 or 4300 class engines:

Araby	Spur.
Wellton	Spur.
Pembroke	Spur.
Mohawk	West Spur.
Stoval	Spur.
Aztec	House.
Stanwix	Spur.
Delosa	Wye.
Sentinel	House. Pump Spur.
Tartron	Spur.
Maricopa	North House. No. 4. No. 5. South Leg Wye.
Casa Grande	Stock. Cotton Gin Spur.
Eloy	Lettuce Spur.
Tempe	Slip switch opposite telegraph office.
Mesa Branch	between P. & E. Jct. and Creamery.

Following tracks not to be used by above class engines nor by Consolidation or Atlantic type engines:

South track between Kendall and Salt River Bridge. (Nor by 1800 class.)

Tempe: Rock Quarry, Gravel Pit, Valley Mill and Pumping Plant spurs.

Track east of Tempe to old Santa Fe Bridge.

Mesa Branch east of Creamery. (Nor by 1800 class.)

Mesa	Drew and Government spurs.
Magma	Spur.
Munn	Spur.
Buttes	Spur.
Finney	Spur.
Casaba Branch	(Nor by 1800 class).
Sacate	Wood spur.

Heavier than 1800 class engines must not be used on West Chandler wye and Stock Corrals, Hansen Branch and Litchfield Branch.

Falfa Siding to be used only by 1600, 1700, 2100, 2200 or 2900 class engines.

Heavier than 3200 class engines must not be used between Winkelman and Christmas, or use sidings between Maricopa and Tempe Junction.

Engines must not use:

Elevated trestle north of Mesa used by electric light plant for unloading.

Spurs Florence, Burns, Sacate.

Arizona Southern tracks, including wye, at Red Rock.

SPEED RESTRICTIONS

Maximum speed of passenger trains 50 miles per hour, except between Tucson and Sentinel, 60 miles per hour.

Maximum speed freight and mixed trains 35 miles per hour.

Trains will not exceed the speed in miles per hour shown below:

Page	BETWEEN	Passenger	Freight	Light Engines	
				Run'ing Forward	Run'ing Backward
......	Through interlocking limits with caution	......	......	......	......
......	Through crossovers, turnouts, except East Yard, Dome, and 2 east crossovers Wellton	8	8	8	8
2-3	Yuma, Street Crossings	5	5	5	5
2-3-6	East Yard, Dome, and 2 east crossovers Wellton	20	20	20	15
2-3	M. P. 749 and 752	30	20	25	15
2-3	Culvert 754F and Trestle 755A	30	20	25	15
6	M. P. 792.8 and Culvert 794A	30	20	25	15
6	M. P. 824.2 and 824.5	30	20	25	15
7	M. P. 867.9 and Trestle 870A	30	20	25	15
9	Avondale and Litchfield	20	20	20	15
4-5	Kendall and Phoenix yard limits (south track)	25	25	25	20
4-5	Kendall and Salt River Bridge (south track)	6	6	6	6
4-5	First curve west Salt River Bridge	15	15	15	10
9	Tempe Jct. and Maricopa	45	30	30	20
4-5-9	Tempe, Corporate limits	10	10	10	10
9	Mesa Branch	15	15	15	10
4-5-9	Mesa, Corporate limits	10	10	10	10
4-5	Curve, M. P. 921.8	10	10	10	10
4-5	Chandler, Corporate limits	20	20	20	20
9	Casaba Branch	25	20	20	15
8	McQueen and Price	40	30	30	20
8	Curve, M. P. 955.6	35	25	25	20
8	M. P. 964.3 and 965.5	30	20	20	15
8	Price and Christmas	30	25	25	20
8	Curve, M. P. 972.1	15	15	15	10
8	Curve, M. P. 975	15	15	15	10
8	Curve, M. P. 977	25	20	20	15
8	Curve, M. P. 981 and 981.7	15	15	15	10
8	Curve M. P. 982	25	20	20	15
8	Curve, M. P. 982.8	25	20	20	15
8	Curve, M. P. 983.3	25	20	20	15
8	Curve, M. P. 985.5	25	20	20	15
8	Curve, M. P. 986.7	25	20	20	15
8	Curve, M. P. 987	25	20	20	15
8	Curve, M. P. 987.1	25	20	20	15
8	R. & G. V. R. R.	15	15	15	10
10	Tucson and Nogales	40	30	30	20
......	All yards, except	10	10	10	10
......	Corporate limits Nogales	6	6	6	6
......	Mogul	......	......	45	25
......	Mikado	......	......	40	25
......	Mountain	......	......	50	25
......	Consolidation—Class C-5, C-8, C-9, C-10, C-18, and C-19	......	......	40	25
......	Consolidation—Class C-20, C-21, C-22 and C-23	......	......	35	25
......	2-10-2 Type	......	......	35	25

	M. P. H.
2-10-2 Class in passenger service as follows:	
(a) On Tangent track	45
(b) Type F-1: Restricted to same speeds on curves as are generally applicable to other passenger engines;	
(c) Type F-3. F-4, F-5: Restricted to 25 miles per hour on curves of 7 to 10 degrees, inclusive; on lighter curves subject to same restrictions as are applicable to engines of lighter type.	
2-10-2—3653 and higher in other service 30 miles per hour on tangent track and curves of less than 6 degrees and 20 miles per hour on curves of 6 degrees and over.	
2900 class, 4200 class—in passenger service	40
4000 class—in passenger service	35
Freight consolidation and Mikado—in passenger service	45
Mk-4 class passenger service	35
Mk-4 class freight service	25
Mk-4 class backing with train between Hayden Jct. and Ray Jct.	20
Moving cars ahead of engine	20
Mikado engines between Winkelman and Christmas	20
Yard engines	20
Engines backing coupled in trains or light on main track	25
Same on Branches	20
Engines with broken spring hangers	25
Trains handling relief outfit, except	25
Curves 4 degrees or over	15

Six-degree curves or over are located between: Blaisdell and Dome, Mohawk and Kim, Bosque and M. P. 870, Tempe and Cactus, Mesa Branch, First curve east Mesa, first curve east McQueen (Christmas Branch), curve M. P. 955.6 (Christmas Branch), Barr and Munn, Price and Erman, Branaman and Hayden, Winkelman and Christmas.

SPEED TABLE

Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.	Miles per Hour	1 Mile in Min. Sec.
6	10.00	21	2.51	31	1.56	41	1.27	51	1.11
8	7.30	22	2.43	32	1.52	42	1.25	52	1.09
10	6.00	23	2.36	33	1.49	43	1.23	53	1.08
12	5.00	24	2.30	34	1.45	44	1.21	54	1.07
15	4.00	25	2.24	35	1.42	45	1.20	55	1.06
16	3.45	26	2.18	36	1.40	46	1.18	56	1.04
17	3.31	27	2.13	37	1.37	47	1.16	57	1.03
18	3.20	28	2.08	38	1.34	48	1.15	58	1.02
19	3.09	29	2.04	39	1.33	49	1.13	59	1.01
20	3.00	30	2.00	40	1.30	50	1.12	60	1.00

MAXIMUM SPEEDS FOR WHICH ENGINES ARE COUNTERBALANCED

All engines, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels.

Class of Engine	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure in Pounds
A-1	3000 to 3009	63	45120
A-2	3022	64	44500
F-2	3600	45	45200
MK-2	3200 to 3202, 3205, 3206, 3210, 3211	49	46140
MK-4	3216 to 3230, 3232 to 3235	49	45560
MM-2	4200 to 4211	56	46300
T-6	2187, 2190, 2194, 2200, 2203, 2204, 2205	50	22740
T-6	2197, 2208	45	24110
T-28	2311 to 2314, 2316, 2317, 2320, 2323, 2325, 2327, 2330, 2342, 2343, 2352	54	46220
TW-2	2946, 2948 to 2953	43	25860
TW-4	2926 to 2931	44	26000
P-11	3100 to 3109	61	39350
C-18	3400 to 3409	51	31780
C-19	3410 to 3426	54	32290
C-20-21	3440, 3444, 3445, 3449	51	36100
C-22-23	3450, 3451, 3452, 3469	55	36180
MK-7-8-9	3300, 3309, 3310, 3314, 3315, 3324	57	46200
F-4-5	3668 to 3717, 3718 to 3763	40	45910

Note:—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

DISTRICT	RULING GRADES		
	Per Cent Grade	Degree Curve	Equivalent Grade
Yuma to Gila	1.00	10.00	1.00
Gila to Yuma	1.00	10.00	1.00
Gila to Tucson	1.00	7.50	1.00
Tucson to Gila	0.90	7.50	0.90
Tucson to Nogales	1.00	8.00	1.00
Nogales to Tucson	0.50	8.00	0.50
Wellton to Phoenix	1.00	4.00	1.00
Phoenix to Wellton	1.00	4.00	1.00
Phoenix to Tempe	0.50	8.00	0.50
Tempe to Phoenix	0.50	8.00	0.50
Tempe to Maricopa	0.50	4.00	0.66
Maricopa to Tempe	0.40	4.00	0.56
Tempe Jct. to McQueen	0.50	10.50	0.50
McQueen to Tempe Jct.	0.30	10.50	0.30
McQueen to Florence	0.50	6.00	0.60
Florence to McQueen	0.50	6.00	0.50
Florence to Christmas	1.70	12.00	2.18
Christmas to Florence	0.50	12.00	0.98
McQueen to Picacho	0.50	3.00	0.50
Picacho to McQueen	0.50	3.00	0.50
Pozo Jct. to Casaba	0.00	3.00	0.00
Casaba to Pozo Jct.	0.20	3.00	0.32

AVERAGE WEIGHT OF PASSENGER TRAIN CARS—POUNDS.

CLASS	All Steel	Steel Underframe	Wood
Baggage	96,200	......	77,900
“ (Dynamo)	101,800	......	......
Baggage and Mail 60 ft.	97,800	......	......
“ “ “ 69 ft.	124,900	......	......
Baggage and Mail	......	97,800	78,800
Baggage and Passenger	......	......	66,800
Baggage (CM&StP)	125,000	......	......
Express, Refr. (NP RR)	......	74,000	60,000
“ “ (GN RR)	......	......	70,000
“ “ (A.R.E.) 40- 154	......	78,000	......
“ “ “ 155- 224	......	89,000	......
“ “ “ 500- 506	......	110,000	......
“ “ “ 1101-1175	......	85,000	......
“ “ (P.F.E.) 500- 799	......	83,000	......
Tea and Silk	......	......	48,000
Express, Horse	......	......	96,200
Postal, 40 ft.	71,800	......	......
“ 60 ft.	113,800	......	......
Club	135,300	121,400	......
Business	178,500	141,600	114,200
“ (CM&StP)	141,000	......	......
Chair	99,200	......	84,300
Coaches 60 ft.	101,200	......	......
“ 71 ft.	138,200	......	......
“ 72 ft.	119,900	......	......
“ (CM&StP)	133,000	......	......
Coaches	......	......	75,300
Dining	150,400	143,400	130,600
Observation	144,000	128,100	121,700
Pullman Observation	148,000	142,000	......
“ Parlor	150,000	142,000	......
“ Standard Sleeper	158,000	145,000	......
“ Tourist	......	133,000	......
CM&StP Tourist Sleeper	141,000	......	......

STRUCTURES LESS THAN STANDARD CLEARANCE

Mile Post	Description
733.0	Yuma, ice platform ....Side
755.2	Granite Spur, chute on crusher track will not clear car higher than ballast car.
867.6	Hassayampa, gin spur ....Overhead and Side
914.4	Tempe, gravel pit ....Overhead and Side
914.4	Tempe Pit, water and valve connection under iron span P&E bridge, Side
921.8	Mesa, Arizona Cotton Co. spur and Drew's spur ....Overhead
921.8	Mesa, warehouse Texas Oil Co. spur ....Side
934.6	Goodyear, gin spur ....Overhead and Side
959.0	Florence, water tank spout ....Overhead and Side
973.3	Cliffs ....North Side
973.5	Tunnel No. 1 ....Overhead and Side
987.8	Ray Junction, water tank spout ....Overhead and Side
937.5	Picacho, water tank spout ....Overhead and Side
966.9	Rillito, water tank spout ....Overhead and Side
984.2	Tucson, ice platform ....Side
1029.6	Tubac, water tank spout ....Overhead and Side
1121.1	Nogales, ice platform ....Side

Employes are warned that it is dangerous to ride on top or sides of cars at abovementioned points.

RATING OF LOCOMOTIVES—TUCSON DIVISION

IN Ms OF 1,000 LBS. BACK OF TENDER

Nominal Class	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Yuma to Tucson Via Gila	Tucson to Yuma Via Gila	Yuma to Tucson Via Phoenix	Tucson to Yuma Via Phoenix	Tucson to Nogales	Nogales to Tucson	Maricopa and Tempe Jct.	McQueen to Christmas	Christmas to McQueen	Pozo Jct. and Casaba
				Helper	Single	Single	Single	Single	Single	Single	Single	Single	Single
M- 4	M-63 20/28 126	1671, 1697	180	3050	2920	3050	2920			4120	3140	3770	3015
M- 4	M-63 20/28 128-S	1660	180										
M- 4	M-63 20/28 128-S	1624, 1643, 1713	190										
M- 9	M-63 21/28 150-S	1828 to 1830	200	3740	3590	3740	3590			4580	3655	4390	3500
M-11	M-63 21/28 153-S	1831											
M-11	M-63 22/28 153-S	1832 to 1835											
M- 9	M-63 21/28 152-S	1836											
T- 2	T-63 19/24 105	2221 to 2234	160	1950	1880	1950	1880	900	1905				
T-31	T-63 22/28 162-S	2353 to 2362	200	4110	3950	4110	3950	2500	3500				
T-32	T-69 23/28 174-S	2363 to 2370											
T-32	T-69 23/28 174-S	2371 to 2384	210	4350	4220	4350	4220	2650	3650				
P-1, 3	P-77 22/28 141-S	2400 to 2437	210	3440	3350	3440	3350	2100	2710				
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2752 to 2836, 2839 to 2857	210	4800	4600	4800	4600	3000	4135	6760	4700	5635	
C-9, 10	C-57 22/30 194-S												
C- 8	C-57 22/30 192-S	2698 to 2751											
C- 5	C-57 22/30 187-S	2624 to 2679											
C- 5	C-57 22/30 185-S	2680 to 2693											
C- 5	C-57 22/30 180	2624 to 2679	200	4300	4120	4300	4120	2500	3500				
C- 5	C-57 22/30 178	2680 to 2693											
TW- 3	TW-50 20/26 120	2932 to 2945	170	3040	2910	3040	2910	1400	2400				
A- 3	A-81 20/28 112-S	3025 to 3071	210	2650	2610	2650	2610	1850	2385	3450	2750	3300	2650
A- 5	A-81 20/28 108-S	3072											
A- 5	A-81 20/28 108-S	3074	200	2410	2370	2410	2370	1750	2275	3270	2610	3135	2500
A- 5	A-81 21/28 108-S	3073	210	2950	2900	2950	2900	2050	2650	3800	3050	3700	2950
Mk- 4	Mk-57 23¾/30 206-S	3216 to 3240	200	5340	5110	5340	5110			7920	5140	6170	
Mk- 4	Mk-57 23¾/30 206-SF												
Mk-5, 6	Mk-63 26/28 210-S	3241 to 3277	200	5600	5560	5600	5560			8100	5640	6770	
Mk-5, 6	Mk-63 26/28 210-SF												
F- 1	F-63 27½/32 273-S	3600 to 3652	200	5900	6700	5900	6700						
F- 3	F-63 29½/32 297-S	3653 to 3667	200	6390	7650	6390	7650						
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3763	200	6590	8000	6590	8000						
F- 5	F-63 29½/32 306/B-62-SF	3764 to 3768											
	Allowance for empty and underloaded cars	Less than 40 M's.		6	6	6	6	6	6	6	6	6	6
		40 M's to 50 M's.		3	3	3	3	3	3	3	3	3	3
				Helper 0.5 Yuma to East Yard Helper 1.0 Gila to Estrella Except Class F-1, Helper 0.7, F-3, 4, 5, Helper 0.6 Double Pembroke to Mohawk and Lava to Sentinel	Double Kim to Mohawk	Double Saddle to Harqua							

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine
"T"—Ten-wheelers
"A"—Atlantic type
"M"—Moguls
"TW"—Twelve-wheelers
"Mk"—Mikado
"P"—Pacific type
"F"—2-10-2

SURGEONS

Location		Name	Title
San Francisco	Cal.	Dr. W. B. Coffey	Chief Surgeon
Yuma	Ariz.	Dr. J. A. Ketcherside	District Surgeon
Yuma	"	Dr. H. D. Ketcherside	District Surgeon
Yuma	"	Dr. George E. Shields	Assistant District Surgeon
Litchfield	"	Dr. R. L. Penn	District Surgeon
Buckeye	"	Dr. G. C. Rubel	District Surgeon
Phoenix	"	Dr. Geo. M. Brockway	District Surgeon
Phoenix	"	Dr. A. M. Tuthill	Assistant District Surgeon
Phoenix	"	Dr. J. E. Drane	Assistant District Surgeon
Phoenix	"	Dr. D. F. Harbridge	Oculist
Phoenix	"	Dr. W. A. Schwartz	Aurist
Phoenix	"	Dr. Win Wylie	Consulting Surgeon
Phoenix	"	Dr. W. O. Sweek	Consulting Surgeon
Tempe	"	Dr. R. J. Stroud	District Surgeon
Mesa	"	Dr. J. A. Ollerton	District Surgeon
Chandler	"	Dr. F. C. Jordan	District Surgeon
Sacaton	"	Dr. J. H. Davis	Emergency Surgeon
Gilbert	"	Dr. J. M. Thompkins	Emergency Surgeon
Florence	"	Dr. G. E. Huffman	District Surgeon
Ray	"	Dr. C. E. Utzinger	District Surgeon
Hayden	"	Dr. F. R. Winslow	District Surgeon
Gila	"	Dr. L. H. Richards	District Surgeon
Casa Grande	"	Dr. J. E. Redden	District Surgeon
Tucson	"	Dr. C. A. Thomas	Division Surgeon
Tucson	"	Dr. S. C. Davis	Division Surgeon
Tucson	"	Dr. J. B. Littlefield	Assistant Surgeon
Tucson	"	Dr. M. C. Comer	Oculist and Aurist
Tucson	"	Dr. T. H. Cates	Assistant Oculist and Aurist
Tucson	"	Dr. H. W. Fenner	Consulting Surgeon
Nogales	"	Dr. W. F. Chenoweth	District Surgeon

HOSPITALS

General Hospital, Southern Pacific Hospital	San Francisco, Calif.
Division Hospitals, St. Mary's Hospital	Tucson, Ariz.
St. Joseph's Hospital	Phoenix, Ariz.

LOCATION HOSPITAL STRETCHERS

Yuma, Gila, Maricopa, Phoenix, Tempe, Ray Jct., Tucson.

MILEAGE

FIRST MAIN TRACK

Main Lines:			
Yuma to East of Tucson	S. P. R. R.	253.53	
Tucson to Tucson	E. P. & S. W. R. R.	4.46	
Wellton to Hassayampa	A. E. R. R.	96.67	
Hassayampa to Phoenix	A. E. R. R.	38.31	
At Phoenix	A. T. & S. F. Ry.	.38	
Phoenix to Kendall	A. E. R. R.	1.38	
Kendall to Tempe	P. & E. R. R.	6.35	
Tempe to Normal Jct. via Tempe Jct.	A. E. R. R.	3.34	
Normal Jct. to McQueen	P. & E. R. R.	6.75	
McQueen to Pozo Jct.	A. E. R. R.	7.11	
Pozo Jct. to Picacho	A. E. R. R.	48.97	
Total			467.25
Branches:			
At Tucson	S. P. R. R.	.70	
T. & N. R. R. Jct. to Calabasas	T. & N. R. R.	55.38	
Calabasas to Nogales	N. M. & A. R. R.	9.80	
Avondale to Litchfield	A. E. R. R.	4.92	
Tempe Jct. to Maricopa	A. E. R. R.	25.78	
West Chandler to Hansen	A. E. R. R.	2.16	
At Tempe	A. E. R. R.	.47	
At P. & E. Jct.	P. & E. R. R.	.62	
P. & E. Jct. to North Mesa	A. E. R. R.	7.25	
North Mesa to Mesa	P. & E. R. R.	.26	
Pozo Jct. to Casaba	A. E. R. R.	4.79	
Poston to Florence	A. E. R. R.	6.03	
McQueen to Erman	P. & E. R. R.	66.91	
Erman to Burns	A. E. R. R.	1.75	
Burns to Hayden Jct.	P. & E. R. R.	7.33	
Hayden Jct. to Hayden	A. E. R. R.	.36	
At Hayden	R. & G. V. R. R.	.32	
Hayden to Winkelman	A. E. R. R.	2.49	
At Winkelman	P. & E. R. R.	.13	
Winkelman to Christmas	A. E. R. R.	7.69	
Total			205.14
Grand Total			672.39

SECOND MAIN TRACK

Main Lines:			
Yuma to East Yard	S. P. R. R.	5.04	
Dome to Wellton	S. P. R. R.	17.53	
Stockham to Tucson	S. P. R. R.	3.04	
Tucson to East of Tucson	S. P. R. R.	2.01	
Total			27.62

Example:—Consolidation engine having 57-inch drivers, Cylinders 22-inch diameter and 30-inch stroke, and weighing 187,000 pounds on Drivers:

$$\text{C-57}\,\frac{22}{30}\,187$$

ASSISTANT SUPERINTENDENT
J. C. GOODFELLOW

TRAINMASTERS
V. S. BURNHAM .... Yuma
E. E. WHEELER .... Phoenix
J. J. COWIN .... Tucson

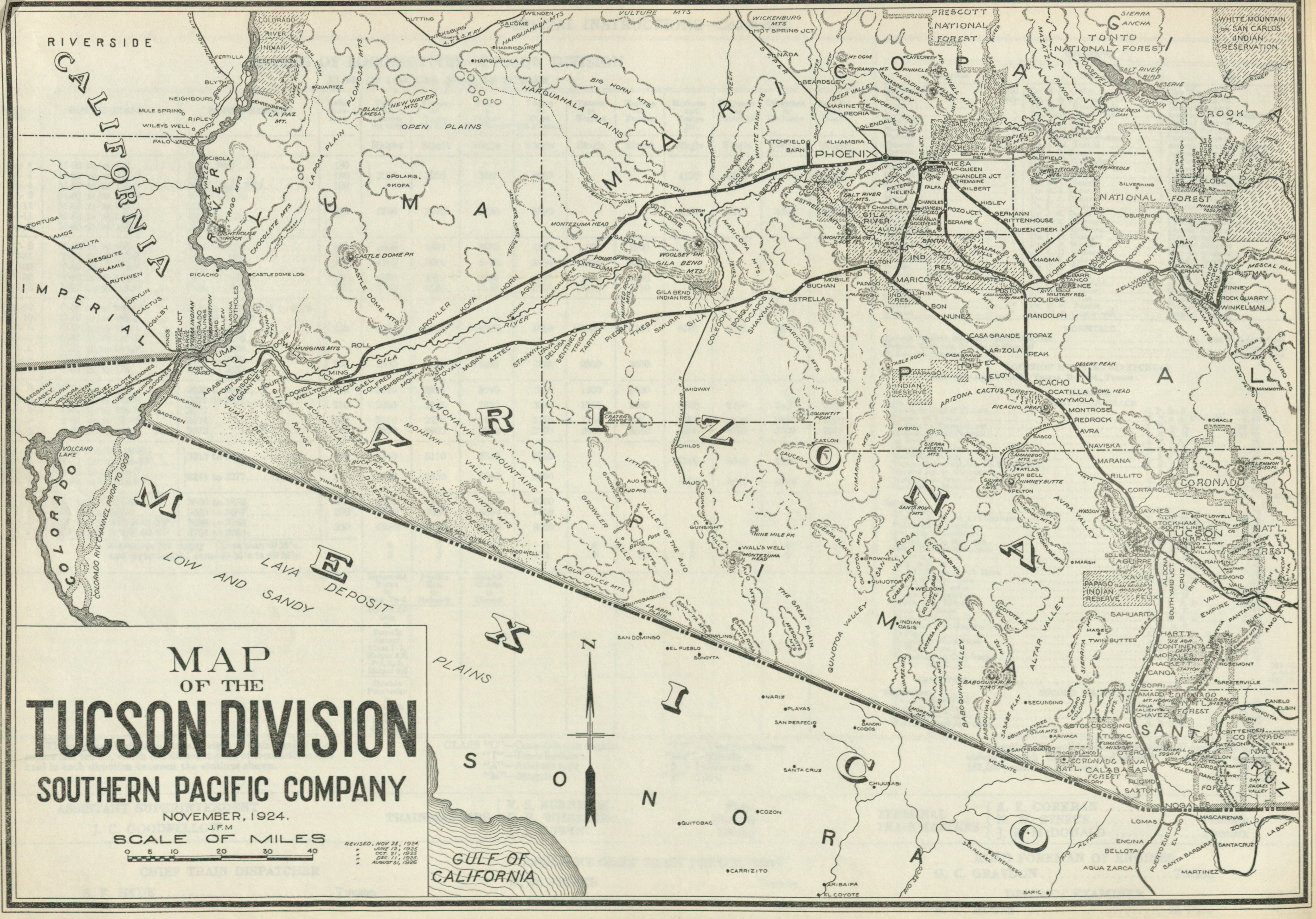
TERMINAL TRAINMASTERS
A. F. CORKRAN .... Gila
N. W. STEECE .... Phoenix
J. E. McDONALD .... Phoenix

CHIEF TRAIN DISPATCHER
S. F. HYDE .... Tucson

ASSISTANT CHIEF TRAIN DISPATCHERS
W. M. FULLER .... Tucson
H. W. CASSADY .... Tucson

ROAD FOREMAN OF ENGINES
G. C. GRAYDON .... Tucson

DISTRICT EXAMINER
R. D. BLOSS .... El Paso


RIVERSIDE
CALIFORNIA
IMPERIAL
COLORADO RIVER INDIAN RESERVATION
FERTILLA
BLYTHE
NEIGHBOURS
MULE SPRING
RIPLEY
WILEYS WELL
PALO VERDE
CIBOLA
TORTUGA
AMOS
CACOLITA
MESQUITE
GLAMIS
RUTHVEN
DRYLIN
CACTUS
OGILBY
PICACHO
CASTLE DOME LDG
YUMA
EAST YARD
SOMERTON
GADSDEN
VOLCANO LAKE
COLORADO
COLORADO RIV. CHANNEL PRIOR TO 1909
YUMA
CHOCOLATE MTS
CASTLE DOME PK
CASTLE DOME MTS
LA PAZ MT.
QUARTZE
PLOMOSA MTS
LA POSA PLAIN
BLACK MESA
NEW WATER MTS
OPEN PLAINS
POLARIS
OKOFA
HARQUAHALA
HARQUAHALA MTS
HARQUAHALA PLAINS
HARRISBURG
SALOME
WENDEN
CUTTING
HICKSBURG
VULTURE MTS
BIG HORN MTS
WICKENBURG MTS
HOT SPRING JCT
MARICOPA
PRESCOTT NATIONAL FOREST
TONTO NATIONAL FOREST
SIERRA ANCHA
WHITE MOUNTAIN or SAN CARLOS INDIAN RESERVATION
MAZATZAL RANGE
ROOSEVELT RESERVOIR
SALT RIVER
CAVECREEK
PINNACLE MT.
BEARDSLEY
DEER VALLEY
MARINETTE
PEORIA
GLENDALE
ALHAMBRA
LITCHFIELD
BARN
PHOENIX
MESA
McQUEEN
CHANDLER JCT
TREMAINE
GILBERT
HIGLEY
GERMANN
RITTENHOUSE
QUEEN CREEK
CHANDLER
SERAPE
ARLINGTON
GILLESPIE
MONTEZUMA HEAD
SADDLE
WOOLSEY PK.
GILA BEND MTS
GILA BEND INDIAN RES.
GILA RIVER IND. RES.
MARICOPA
MOBILE
ENID
BUCHAN
ESTRELLA
BON
NUNEZ
MAGMA
FLORENCE JCT
FLORENCE
COOLIDGE
RANDOLPH
CASA GRANDE
TOPAZ
ARIZOLA
PEAK
TOLTEC
ELOY
PICACHO
PICACHO PEAK
OCATILLA
WYMOLA
MONTROSE
REDROCK
AVRA
NAVISKA
MARANA
RILLITO
CORTARO
JAYNES
STOCKHAM
TUCSON
AVRA VALLEY
PAPAGO INDIAN RESERVE
ARIZONA CACTUS FOREST
SILVER BELL
ATLAS
CHIMNEY BUTTE
PELTON
MARSH
AGUIRRE
XAVIER
FELIX
SAHUARITA
TWIN BUTTES
CONTINENTAL
HACKETT
CANOA
AMADO
TUBAC
OTERO
CALABASAS
RIOVICO
SAXTON
NOGALES
LOMAS
ENCINA
BELLOTA
AGUA ZARCA
CORONADO NAT'L. FOREST
SANTA CRUZ
GLOBE
CHRISTMAS
FINNEY
ROCK QUARRY
WINKELMAN
MAMMOTH
ORACLE
CROOK
APACHE
MESCAL
EMPIRE
PANTANO
VAIL
GRANITE
ROLL
DOME
WELLTON
TACNA
MOHAWK
AZTEC
STANWIX
SENTINEL
TARTRON
THEBA
SMURR
GILA
GROWLER
KOFA
HORN
AGUA CALIENTE
MOHAWK MOUNTAINS
MOHAWK VALLEY
GROWLER VALLEY
VALLEY OF THE AJO
AJO
CHILDS
GUNSIGHT
WALL'S WELL
MONTEZUMA HEAD
THE GREAT PLAIN
QUIJOTOA VALLEY
SANTA ROSA VALLEY
ALTAR VALLEY
BABOQUIVARI PK. 7740 FT.
SECUNDINO
ARIVACA
INDIAN OASIS
TINAJAS ALTAS
PINTO MTS
LOW AND SANDY
LAVA DEPOSIT
PLAINS
MEXICO
SONORA
N
S
GULF OF CALIFORNIA
SAN DOMINGO
EL PUEBLO
SONOYTA
NARIZ
PLAYAS
SAN PERFECTO
SANTA CRUZ
QUITOBAC
COZON
CARRIZITO
ARIBAIPA
EL COYOTE
CHIJUJABI
SARIC
SANTA BARBARA
MASCARENAS
ZORILLA
LA BOTA
SANTA CRUZ
MARTINEZ
CANELO
ELGIN
SONOITA
PATAGONIA
CRITTENDEN

MAP
OF THE
TUCSON DIVISION
SOUTHERN PACIFIC COMPANY

NOVEMBER, 1924.

J.F.M

SCALE OF MILES

0 5 10 20 30 40

REVISED, NOV. 28, 1924.
" JUNE 12, 1925
" OCT. 21, 1925
" DEC. 11, 1925.
" AUGUST 31, 1926